10-1670-262-12

TECHNICAL MANUAL

OPERATOR'S AND ORGANIZATIONAL MAINTENANCE MANUAL INCLUDING REPAIR PARTS AND SPECIAL TOOLS LIST

FOR

STABO EXTRACTION SYSTEM, PERSONNEL (FSN 1670-168-5952, 1670-168-6064, AND 1670-168-6063) AND ANCHORING DEVICE, CARGO AND PERSONNEL LOWERING (FSN 1670-999-3544)

This copy is a reprint which includes current pages from Changes 3 through 7.

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HEADQUARTERS, DEPARTMENT OF THE ARMY

25 AUGUST 1970

D101.11:

WARNING PAGE

Personnel performing instructions involving operations, procedures, and practices which are included or implied in this technical manual shall observe the following instructions. Disregard of these warnings can cause serious injury to personnel or loss of life.

PERSONNEL EXTRACTION PROCEDURES. (para. 2-4) Prior to connecting the bridle snap hooks to the personnel harness, insure the harness leg straps are in place, connected, and drawn tight.

AIRCRAFT SPEEDS AND BANKING MANEUVERS. (para. 2-5) No flight, with extracted personnel suspended below the aircraft, shall exceed 90 KIAS.

EMERGENCY JETTISONING PROCEDURES. (para. 2-6) When jettisoning, no attempt shall be made to cut a taut suspension rope near or by the extracted personnel, as a stretched rope that is cut could entangle in the rotor blades of the retrieval helicopter.

*TM 10-1670-262-12
C 3

CHANGE
No. 3

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, D. C., 14 June 1974

Operator's and Organizational Maintenance Manual
Including Repair Parts and Special Tools List for

STABO EXTRACTION SYSTEM, PERSONNEL
(FSN 1670-168-5952, 1670-168-6064 AND 1670-168-6063)
AND ANCHORING DEVICE, CARGO AND PERSONNEL LOWERING
(FSN 1670-999-3544)

TM 10-1670-262-12, 25 August 1970, is changed as follows:

Cover. Title is changed as shown above.

Page 1-1, paragraph 1-2. In line 5, "TM 10-1670-201-25" is changed to read "TM 10-1670-201-23".

Page 1-1, paragraph 1-3. Lines 6 and 7 are changed to read "Commander, U. S. Army Aviation System Command, ATTN: AMSAV-FREP".

Page 1-1, paragraph 1-4. (As changed by C2, 17 Jan 72). At end of paragraph, change "TM 10-1670-201-25" to read "TM 750-244-1-2".

Page 1-6. Figure 1-4 is superseded.

Page 1-7. Figure 1-5 is superseded.

Page 3-1. Wherever "TM 10-1670-201-25" appears it is changed to read "TM 10-1670-201-23".

Page A-1, paragraph A-1. (As changed by C2, 17 Jan 72). In line 1, change "AR 320-5" to read "AR 310-25."

Page A-1, paragraph A-2. In line 5, "TM 10-1670-201-25" is changed to read "TM 10-1670-201-23".

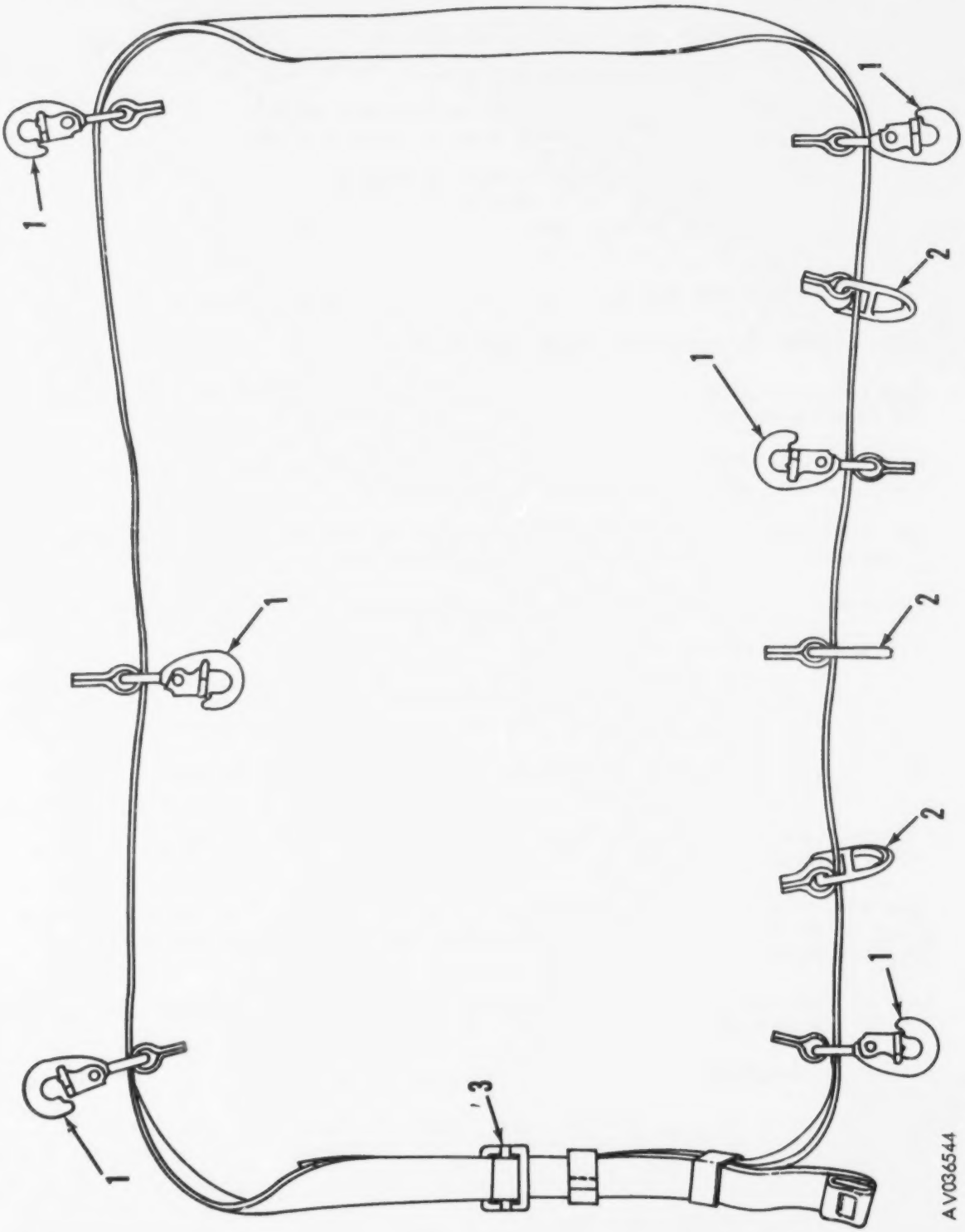
Page A-1, paragraph A-3. (As changed by C2, 17 Jan 72). In line 2, change title of AR 700-15 to read "Preservation-Packaging, Packing, and Marking of Items of Supply."

Page A-1, paragraph A-4. (As changed by C2, 17 Jan 72). In line 3, change "AR 755-21" to read "AR 755-2".

Page A-1, paragraph A-4. Line 5 is added as follows:

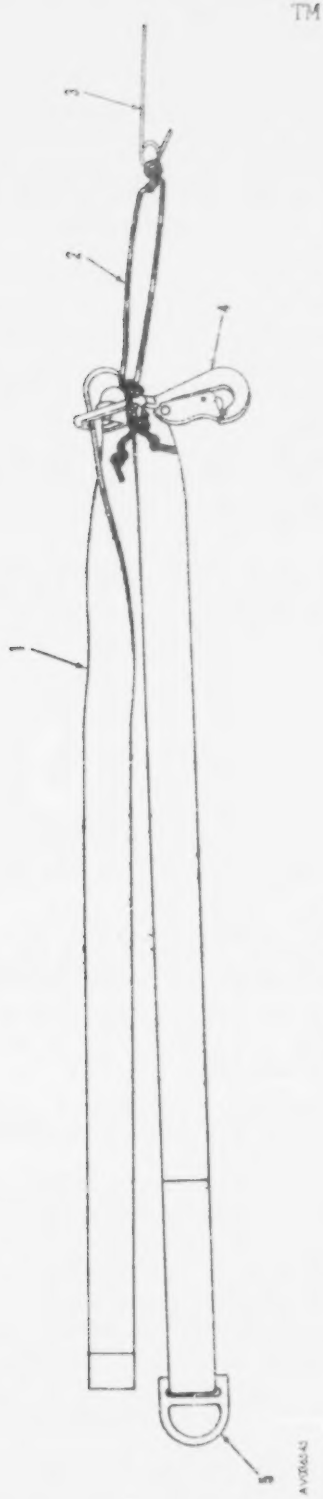
SB 708-42	Federal Supply Code for Manufacturers - United States and Canada - Code to Name (Cataloging Handbook H 4-2)

*This change supersedes Change 1, 22 April 1971 and Change 2, 17 January 1972.



1. Connector snap
2. Dee-ring
3. Quick-fit adapter

Figure 1-4. The Anchoring Device Web Loop.



1. **Strap** 2. **Locking** pin retaining cord 3. Locking pin 4. Snap hook 5. Dee-ring

Figure 1-5. The Anchoring Device Strap Assembly, Typical.

Page A-1, paragraph A-5. (As changed by C2, 17 Jan 72). Line 5 is added as follows:

TM 750-244-1-2	Procedures for the Destruction of Life Support Equipment to Prevent Enemy Use

Page C-1. Appendix C is superseded as follows:

APPENDIX C

REPAIR PARTS AND SPECIAL TOOLS LIST
(Current as of 15 May 1974)

Section I. INTRODUCTION

C-1. SCOPE.

This appendix lists the repair parts and bulk materials required for the performance of organizational maintenance of the Personnel STABO Extraction Systems and the Cargo and Personnel Lowering Anchoring Device.

C-2. GENERAL.

This Repair Parts and Special Tools List is divided into the following sections:

a. Section II. Repair Parts List. A list of repair parts authorized for use in the performance of maintenance.

b. Section III. Special Tools List. (Not Applicable)

c. Section IV. Federal Stock Number and Reference Number Index. (Not Applicable)

C-3. EXPLANATION OF COLUMNS.

The following provides an explanation of columns found in the tabular listings:

a. Source, Maintenance, and Recoverability Codes (SMR).

(1) *Source Code.* Source Codes are assigned to support items to indicate the manner of acquiring support items for maintenance, repair, or overhaul of end items. Source codes are entered in the first and second positions of the Uniform SMR Code format as follows:

Code	Definition
PA	Item procured and stocked for anticipated or known usage.
PC	Item procured and stocked and which otherwise would be coded PA except that it is deteriorative in nature.

NOTE: Cannibalization or salvage may be used as a source of supply for any items

source coded above except aircraft support items as restricted by AR 700-42.

(2) *Maintenance Code.* Maintenance codes are assigned to indicate the levels of maintenance authorized to USE and REPAIR support items. The maintenance codes are entered in the third and fourth positions of the Uniform SMR Code format as follows:

(a) The maintenance code entered in the third position will indicate the lowest maintenance level authorized to remove, replace, and use the support item. The maintenance code entered in the third position will indicate the following level of maintenance:

Code	Application/Explanation
O	Support item is removed, replaced, used at the organizational level.

(b) The maintenance code entered in the fourth position indicates whether the item is to be repaired and identifies the lowest maintenance level with the capability to perform complete repair (i.e., all authorized maintenance functions). This position will contain the following maintenance code:

Code	Application/Explanation
Z	Nonreparable. No repair is authorized.

(3) *Recoverability Code.* Recoverability codes are assigned to support items to indicate the disposition action on unserviceable items. The recoverability code is entered in the fifth position of the Uniform SMR Code format as follows:

Code	Definition
Z	Nonreparable item. When unserviceable, condemn and dispose at the level indicated in position 3.

b. Federal Stock Number. Indicates the Federal Stock Number assigned to the item and will be used for requisitioning purposes.

c. Description. Indicates the Federal item name and, if required, a minimum description to identify the item. A subcolumn indicates the primary number used by the manufacturer (individual, company, firm, corporation, or Government activity), which controls the design and characteristics of the item by means of its engineering drawings, specification standards and inspection requirements, to identify an item or range of items. The primary number is followed by the Federal supply code for manufacture (FSCM) in parentheses. The FSCM is a 5-digit numeric code listed in SB 708-42 which is used to identify the manufacturer, distributor, or Government agency, etc.

NOTE: When a stock numbered item is requisitioned, the repair part received may have a different reference number than the part being replaced.

d. Unit of Measure (U/M). Indicates the standard of the basic quantity of the listed item as used in performing the actual maintenance function. This measure is expressed by a two character alphabetical abbreviation (e.g., EA, IN,

PR, etc.). When the unit of measure differs from the unit of issue, the lowest unit of issue that will satisfy the required units of measure will be requisitioned.

e. Quantity Incorporated in Unit. Indicates the quantity of the item used in the assembly or subassembly. A "V" appearing in this column in lieu of a quantity indicates that no specific quantity is applicable.

f. Illustration. This column is divided as follows:

(1) *Figure Number.* Indicates the figure number of the illustration in which the item is shown.

(2) *Item Number.* The number used to identify each item called out in the illustration.

C-4. SPECIAL INFORMATION.

Usable on codes are shown in the description column. Uncoded items are applicable to all models. Identification of the usable on codes used in this appendix are:

Code	Used On
A	P/N 11-1-1853-1
B	P/N 11-1-1853-2
C	P/N 11-1-1853-3
D	P/N 11-1-886

C-5. ABBREVIATIONS. (Not Applicable)

SMR CODE	FEDERAL STOCK NUMBER	REFERENCE NUMBER & MFR CODE		DESCRIPTION USABLE ON CODE	UNIT OF MEA	QTY INC IN UNIT	ILLUSTRATION FIG NO	ILLUSTRATION ITEM NO
	1670-168-5952	11-1-1853-1	(81337)	STABO EXTRACTION SYSTEM, PERSONNEL.....A SMALL SIZE				
	1670-168-6064	11-1-1853-2	(81337)	STABO EXTRACTION SYSTEM, PERSONNEL.....B MEDIUM SIZE				
	1670-168-6063	11-1-1853-3	(81337)	STABO EXTRACTION SYSTEM, PERSONNEL.....C LARGE SIZE				
	1670-999-3544	11-1-886	(81337)	ANCHORING DEVICE, CARGO AND PERSONNEL.....D LOWERING				
				SECTION II REPAIR PARTS LIST				
PAOZZ	1670-168-5953	11-1-1856-1	(81337)	HARNESS, PERSONNEL, EXTRACTION SYSTEM-SMALL.....A SIZE	EA	1	1-1	
PAOZZ	1670-168-6065	11-1-1856-2	(81337)	HARNESS, PERSONNEL, EXTRACTION SYSTEM-MEDIUM.....B SIZE	EA	1	1-1	
PAOZZ	1670-168-6066	11-1-1856-3	(81337)	HARNESS, PERSONNEL, EXTRACTION SYSTEM-LARGE.....C SIZE	EA	1	1-1	
PCOZZ	1670-927-1242	11-1-885	(81337)	STRAP ASSEMBLY, ANCHORING DEVICE.....D	EA	3	1-5	
PAOZZ	1670-168-5954	11-1-1853-6	(81337)	ROPE, SUSPENSION, EXTRACTION SYSTEM.....A,B,C	EA	1	3-6	1
PAOZZ	1670-168-5955	11-1-1853-5	(81337)	ROPE, SAFETY, PERSONNEL, EXTRACTION SYSTEM.....A,B,C	EA	1	3-6	2
PAOZZ	1670-168-5951	11-1-1853-4	(81337)	BRIDLE, PERSONNEL, EXTRACTION SYSTEM.....A,B,C	EA	1	3-6	3
PAOZZ	1670-168-5950	11-1-1854	(81337)	DEPLOYMENT BAG, EXTRACTION SYSTEM.....A,B,C	EA	1	3-7	
				BULK MATERIAL				
PAOZZ	1670-568-0323			BAND, RUBBER, PARACHUTE SUSPENSION.....A,B,C LINE RETAINER-100 PER BOX, MIL-B-1832, TYPE I	EA	V		
PAOZZ	4020-262-2019			CORD, FIBROUS-NYLON, TYPE II, OLIVE GREEN, ...A,B,C 400 LB BREAKING STRENGTH, 400 YD PER SPOOL, MIL-C-5040	YD	V		
PAOZZ	4020-240-2146			CORD, FIBROUS-NYLON, TYPE III, NATURAL COLOR, ...A,B,C 550 LB BREAKING STRENGTH, 700 YD PER SPOOL, MIL-C-5040	YD	V		
PAOZZ	8305-268-2411			WEBBING, TEXTILE-TYPE I, COTTON 1/4 IN.W, ...A,B,C NATURAL COLOR, 80 LB BREAKING STRENGTH, MIL-T-5661	YD	V		
PAOZZ	8305-260-2561			WEBBING, TEXTILE-TYPE II, COTTON 1 IN.W, ...A,B,C OLIVE DRAB, 575 LB BREAKING STRENGTH, MIL-W-5665, CLASS 2A	YD	V		

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LOGCOMD (5)
USACDC (5)
USACDCTA (5)
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USACDCAVNA (5)
USAMC (5)
USAAVSCOM (20)
USAWECOM (5)
USATECOM (5)
USAECOM (5)
USSTRICOM (5)
YPG (2)
Instl (2)
Armies (5)
Div (5)
USMA (2)
USAAVLABS (3)
NLABS (5)
USAGETA (2)
USAIC (2)
USAJFKCENMA (25)
Br Svc Sch (2) except for:
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USAQMS (25)
USAIS (25)
Units organized under the following TOE's:
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1-47 (4)
1-55 (2)
1-57 (4)
1-75 (2)
1-77 (4)
1-307 (4)
7-35 (2)
7-100 (2)
7-168 (4)
30-17 (4)
31-105 (4)
31-107 (4)
10-337 (4)
10-349 (4)
10-407 (4)
10-500 (4)
11-215 (4)
55-57 (2)

NG: State AG (3), Div. (1), Brig. (1)

USAR: Same as Active Army except allowance is one (1) copy for each unit.

For explanations of abbreviations used, see AR 310-50.

CHANGE
No. 4

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, D. C., *2 September 1974*

Operator's and Organizational Maintenance Manual
Including Repair Parts and Special Tools List for

PERSONNEL STABO EXTRACTION SYSTEM
(FSN 1670-168-5952, 1670-168-6064 AND 1670-168-6063)
AND CARGO AND PERSONNEL LOWERING ANCHOR DEVICE
(FSN 1670-999-3544)

TM 10-1670-262-12, 25 August 1970, is changed as follows:

Title is changed as shown above.

Page 1-1. In paragraph 1-4 "TM 10-1670-201-25" is changed to read "TM 43-0002-1."

Page 3-11. In paragraph 3-9*b* "TM 10-1670-201-25" is changed to read "TM 10-1670-201-23."

Page 4-1. In line 4 "TM 10-1670-201-25" is changed to read "TM 10-1670-201-23."

Appendix A. In paragraph A-2 "AR 750-5, Organizational, Policies and Responsibilities for Maintenance Operations" is changed to read "AR 750-1, Army Materiel Maintenance Concepts and Policies."

Appendix A. In paragraph A-2 "TM 10-1670-201-25, Maintenance of Parachutes and Other Airdrop Equipment, General" is changed to read "TM 10-1670-201-23, General Maintenance of Parachutes and Other Airdrop Equipment."

Appendix C, page C-3. Paragraph C-4 is superseded as follows:

C-4. SPECIAL INFORMATION.

Identification of the usable on codes included in the description column in Section V are:

Code	Used On
A	P/N x 11-1-1853 Small
B	P/N x 11-1-1853 Medium
C	P/N x 11-1-1853 Large
D	P/N 11-1-886

Appendix C, page C-4. The Repair Parts and Special Tools List is superseded as follows:

(1) SMR CODE	(2) FEDERAL STOCK NUMBER	(3) DESCRIPTION REFERENCE NUMBER & MFR CODE			USABLE ON CODE	(4) UNIT OF ISSUE	(5) QTY INC IN UNIT	(6) 15-DAY ORG MAINT ALW (a) 1-5	(b) 6-20	(c) 21-50	(d) 51-100	(7) ILLUSTRATION (a) FIG NO	(b) ITEM NO
	1670-168-5952	11-1-1853SMALL	(81337)	STABO EXTRACTION SYSTEM, ... PERSONNEL-SMALL SIZE	A	EA	-						
	1670-168-6064	11-1-1853MEDIUM	(81337)	STABO EXTRACTION SYSTEM, ... PERSONNEL-MEDIUM SIZE	B	EA	-						
	1670-168-6063	11-1-1853LARGE	(81337)	STABO EXTRACTION SYSTEM, ... PERSONNEL-LARGE SIZE	C	EA	-						
	1670-999-3544	11-1-886	(81337)	ANCHORING DEVICE, CARGO AND. . . PERSONNEL LOWERING	D	EA	-					1-4	
				SECTION V REPAIR PARTS									
	1670-168-5951	11-1-1853-10	(81337)	BRIDLE, PERSONNEL EXTRACTION . . SYSTEM	ABC	EA	1					1-2	
	1670-168-5950	11-1-1854	(81337)	DEPLOYMENT BAG, EXTRACTION . . . SYSTEM	ABC	EA	1					3-7	
	1670-168-5953	11-1-1856SMALL	(81337)	HARNESS, PERSONNEL, EXTRACTION . SYSTEM-SMALL SIZE	A	EA	1					1-1	
	1670-168-6065	11-1-1856MEDIUM	(81337)	HARNESS, PERSONNEL, EXTRACTION. . SYSTEM-MEDIUM SIZE	B	EA	1					1-1	
	1670-168-6066	11-1-1856LARGE	(81337)	HARNESS, PERSONNEL, EXTRACTION . . SYSTEM-LARGE SIZE	C	EA	1					1-1	
	1670-168-5955	11-1-1853-6	(81337)	ROPE, SAFETY, PERSONNEL . . . . . EXTRACTION SYSTEM	ABC	EA	1					1-3	
	1670-168-5954	11-1-1853-5	(81337)	ROPE, SUSPENSION . . . . . EXTRACTION SYSTEM	ABC	EA	1					3-6	
	1670-927-1242	11-1-885	(81337)	STRAP ASSEMBLY, ANCHORING DEVICE .	D	EA	3					1-5	
				MAINTENANCE SUPPLIES									
	1670-568-0323			BAND, RUBBER, PARACHUTE . . . . SUSPENSION LINE RETAINER - 100 PER BOX, MIL-B-1832, TYPE I	ABC	EA	V						
	4020-240-2146			CORD, NYLON-NATURAL COLOR, . . . 550 LB BREAKING STRENGTH, 700 YD PER SPOOL, MIL-C-5040, TYPE III	ABC	YD	V						
	4020-262-2019			CORD, NYLON-OLIVE GREEN, ... 375 LB BREAKING STRENGTH, MIL-C-5040, TYPE II	ABC	YD	V						
	8305-260-2561			WEBBING, TEXTILE-COTTON, ... OLIVE DRAB, 575 LB BREAKING STRENGTH, 1 IN. W, MIL-W-5665, TYPE II	ABC	YD	V						
	8305-268-2411			WEBBING, TEXTILE-COTTON, NATURAL COLOR, 80 LB BREAKING STRENGTH ½ IN. W, 100 YD LG, MIL-T-5661	ABC	YD	V						

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Div (5)
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7-100 (2)
7-168 (4)
30-17 (4)
31-105 (4)
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10-337 (4)
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10-407 (4)
10-500 (4)
11-215 (4)
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NG: State AG (3), Div. (1), Brig. (1)

USAR: Same as Active Army except allowance is one (1) copy for each unit.

For explanations of abbreviations used, see AR 310-50.

TM 10-1670-262-12
C 5

CHANGE
No. 5

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, D. C., 22 January 1975

Operator's and Organizational Maintenance Manual
Including Repair Parts and Special Tools List for

PERSONNEL STABO EXTRACTION SYSTEM
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AND CARGO AND PERSONNEL LOWERING ANCHOR DEVICE
(FSN 1670-999-3544)

TM 10-1670-262-12, 25 August 1970, is changed as follows:

Appendix C, page C-3. Paragraph C-4 is superseded as follows:

C-4. SPECIAL INFORMATION.

Usable on codes are shown in the description column. Uncoded items are applicable to all models. Identification of the usable on codes used in this appendix are:

Code	Used On
A	P/N 11-1-1853-1
B	P/N 11-1-1853-2
C	P/N 11-1-1853-3
D	P/N 11-1-886

Appendix C, page C-4. The repair parts and special tools list is superseded as follows:

SMR CODE	FEDERAL STOCK NUMBER	REFERENCE NUMBER & MFR CODE		DESCRIPTION USABLE ON CODE	UNIT OF MEA	QTY INC IN UNIT	ILLUSTRATION FIG NO	ILLUSTRATION ITEM NO
	1670-168-5952	11-1-1853-1	(81337)	STABO EXTRACTION SYSTEM, PERSONNEL.....A SMALL SIZE				
	1670-168-6064	11-1-1853-2	(81337)	STABO EXTRACTION SYSTEM, PERSONNEL.....B MEDIUM SIZE				
	1670-168-6063	11-1-1853-3	(81337)	STABO EXTRACTION SYSTEM, PERSONNEL.....C LARGE SIZE				
	1670-999-3544	11-1-886	(81337)	ANCHORING DEVICE, CARGO AND PERSONNEL.....D LOWERING				
				SECTION II REPAIR PARTS LIST				
PAOZZ	1670-168-5953	11-1-1856-1	(81337)	HARNESS, PERSONNEL, EXTRACTION SYSTEM-SMALL.....A SIZE	EA	1	1-1	
PAOZZ	1670-168-6065	11-1-1856-2	(81337)	HARNESS, PERSONNEL, EXTRACTION SYSTEM-MEDIUM.....B SIZE	EA	1	1-1	
PAOZZ	1670-168-6066	11-1-1856-3	(81337)	HARNESS, PERSONNEL, EXTRACTION SYSTEM-LARGE.....C SIZE	EA	1	1-1	
PAOZZ	1670-927-1242	11-1-885	(81337)	STRAP ASSEMBLY, ANCHORING DEVICE.....D	EA	3	1-5	
PAOZZ	1670-168-5954	11-1-1853-6	(81337)	ROPE, SUSPENSION, EXTRACTION SYSTEM.....A,B,C	EA	1	3-6	1
PAOZZ	1670-168-5955	11-1-1853-5	(81337)	ROPE, SAFETY, PERSONNEL, EXTRACTION SYSTEM.....A,B,C	EA	1	3-6	2
PAOZZ	1670-168-5951	11-1-1853-4	(81337)	BRIDLE, PERSONNEL, EXTRACTION SYSTEM.....A,B,C	EA	1	3-6	3
PAOZZ	1670-168-5950	11-1-1854	(81337)	DEPLOYMENT BAG, EXTRACTION SYSTEM.....A,B,C	EA	1	3-7	
				BULK MATERIAL				
PAOZZ	1670-568-0323			BAND, RUBBER, PARACHUTE SUSPENSION.....A,B,C LINE RETAINER-100 PER BOX, MIL-B-1832, TYPE I	EA	V		
PAOZZ	4020-262-2019			CORD, FIBROUS-NYLON, TYPE II, OLIVE GREEN,.....A,B,C 400 LB BREAKING STRENGTH, 400 YD PER SPOOL, MIL-C-5040	YD	V		
PAOZZ	4020-240-2146			CORD, FIBROUS-NYLON, TYPE III, NATURAL COLOR,....A,B,C 550 LB BREAKING STRENGTH, 700 YD PER SPOOL, MIL-C-5040	YD	V		
PAOZZ	8305-268-2411			WEBBING, TEXTILE-TYPE I, COTTON 1/4 IN.W,.....A,B,C NATURAL COLOR, 80 LB BREAKING STRENGTH, MIL-T-5661	YD	V		
PAOZZ	8305-269-2561			WEBBING, TEXTILE-TYPE II, COTTON 1 IN.W,.....A,B,C OLIVE DRAB, 575 LB BREAKING STRENGTH, MIL-W-5665, CLASS 2A	YD	V		

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CNGB (3)	USATECOM (5)	1-57 (4)
CORG (3)	USAECOM (5)	1-75 (2)
CRD (2)	USSTRICOM (5)	1-77 (4)
CINFO (1)	YPG (2)	1-307 (4)
CMH (1)	Instl (2)	7-35 (2)
CAR (1)	Armies (5)	7-100 (2)
USAFSTRIKE (5)	Div (5)	7-168 (4)
USAMB (2)	USMA (2)	30-17 (4)
USAAESWBD (5)	USAAVLABS (3)	31-105 (4)
USAAVNC (5)	NLABS (5)	31-107 (4)
USAASTA (5)	USAGETA (2)	10-337 (4)
USAAVNTBD (3)	USAIC (2)	10-349 (4)
USCONARC (5)	USAJFKCENMA (25)	10-407 (4)
OS Maj Comd (5)	Br Svc Sch (2) except for:	10-500 (4)
LOGCOMD (5)	USAAVNS (25)	11-215 (4)
USACDC (5)	USAQMS (25)	55-57 (2)
USACDCTA (5)	USAIS (25)	

NG: State AG (3), Div. (1), Brig. (1)

USAR: Same as Active Army except allowance is one (1) copy for each unit.

For explanations of abbreviations used, see AR 310-50.

CHANGE
No. 6

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, DC., 20 October 1980

Operator's and Organizational Maintenance Manual
Including Repair Parts and Special Tools List for

PERSONNEL STABO EXTRACTION SYSTEM
(NSN 1670-00-168-5952, 1670-00-168-6064 AND 1670-00-168-6063)
AND CARGO AND PERSONNEL LOWERING ANCHOR DEVICE
(NSN 1670-00-999-3455)

TM 10-1670-262-12, 25 August 1970, is changed as follows:

Cover. Title is changed as shown above.

Page 1-1, paragraph 1-3. Lines 6, 7 and 8 are changed to read "Commander, US Army Troop Support and Aviation Materiel Readiness Command, ATTN: DRSTS-MIT, 4300 Goodfellow Blvd., St. Louis, MO 63120. A reply will be furnished to you."

Page 3-3, paragraph 3-6*j*. Change the last sentence to read "Secure each formed stow with the retainer bands attached to the second stow loops."

Page 3-11. Paragraph 3-10 is added as follows:

3-10. HARNESS.

a. Restitch broken or missing stitching in accordance with original construction details.

b. To prevent the leg strap snap hooks from inadvertently coming off the leg straps and the main lift web adjusting strap ADJUSTERS from coming off the adjusting straps, the following repairs are to be accomplished prior to the next use or within sixty days of receipt of this change.

(1) Leg Straps. Two to four additional turns in end of leg straps (not more than seven plys of webbing), four turns only if suitable sewing machine is available.

(2) Main Lift Web Adjusting Straps. Two additional turns in end of adjusting web is adequate to prevent loss of adjusters.

(3) For both items, paragraphs (1) and (2) above, thread nylon, size 6, type I or II, class 1, color OD V-T-295, will be used. Stitching shall be type 301, Fed-Std-751, five to eight stitches per inch, backstitch 1/2-inch minimum.

Page B-3. Change the title of chart to read "MAINTENANCE ALLOCATION CHART FOR PERSONNEL STABO EXTRACTION SYSTEM/ANCHORING DEVICE, CARGO AND PERSONNEL LOWERING."

Page B-3. In line 6, Harness, under repair column add "O", under remarks column add "Restitch."

TM 10-1670-262-12
C 6

By Order of the Secretary of the Army:

E. C. MEYER
General, United States Army
Chief of Staff

Official:

J. C. PENNINGTON
Major General, United States Army
The Adjutant General

DISTRIBUTION:
To be distributed in accordance with DA Form 12-31 Maintenance Requirements for Aerial Delivery Equipment, Parachute Personnel.

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Changes in force C3, C4, C5, C6 and C7

TM 10-1670-262-12
C 7

CHANGE
No. 7

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, D.C., 14 April 1988

Operator's and Organizational Maintenance Manual
Including Repair Parts and Special Tools List
For

STABO EXTRACTION SYSTEM, PERSONNEL
(FSN 1670-168-5952, 1670-168-6064, AND 1670-168-6063)
AND ANCHORING DEVICE, CARGO AND PERSONNEL LOWERING
(FSN 1670-999-3544)

TM 10-1670-262-12, 25 August 1970, is changed as follows:

Appendix C, Page C-4. In line 5, NSN "1670-168-5951" is changed to read "1670-00-525-8198."

Appendix C, Page C-4. In line 5, Reference Number MFR Code "11-1-1853-10" is changed to read "11-1-1853-4."

By Order of the Secretary of the Army:

CARL E. VUONO
General, United States Army
Chief of Staff

Official:

R. L. DILWORTH
Brigadier General, United States Army
The Adjutant General

DISTRIBUTION:
To be distributed in accordance with DA Form 12-25A, Operator's and Unit Maintenance Requirements for Stabo Extraction System, Pers, Anchoring Device Cargo.

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CHAPTER 1

INTRODUCTION

Section I. GENERAL

1-1. SCOPE.

This manual is published for use by operator and organizational maintenance personnel responsible for operating and performing maintenance on the personnel STABO extraction system. Additional instructions are also furnished for the installation of the cargo and personnel lowering anchoring device on the UH-1 aircraft.

1-2. MAINTENANCE FORMS AND RECORDS.

Department of the Army forms, records, and reports to be used with the personnel STABO extraction system, and the cargo and personnel lowering anchoring device, shall be as directed by TM 38-750, TM 10-1670-201-25, TB 750-99-16, and TB 750-126.

1-3. REPORTING OF EQUIPMENT MANUAL IMPROVEMENTS.

The reporting of errors, omissions, and recommendations for improving this publication by the individual user is encouraged. Reports should be submitted on DA Form 2028, Recommended Changes to Publications, and forwarded direct to: Commanding General, US Army Aviation Systems Command, ATTN: AMSAV-RM-M, PO Box 209, St. Louis, Missouri 63166.

1-4. DESTRUCTION TO PREVENT ENEMY USE.

For instructions applicable to destruction of personnel STABO extraction system components and the cargo and personnel lowering anchoring device to prevent enemy use, refer to TM 10-1670-201-25.

Section II. DESCRIPTION AND DATA

1-5. DESCRIPTION.

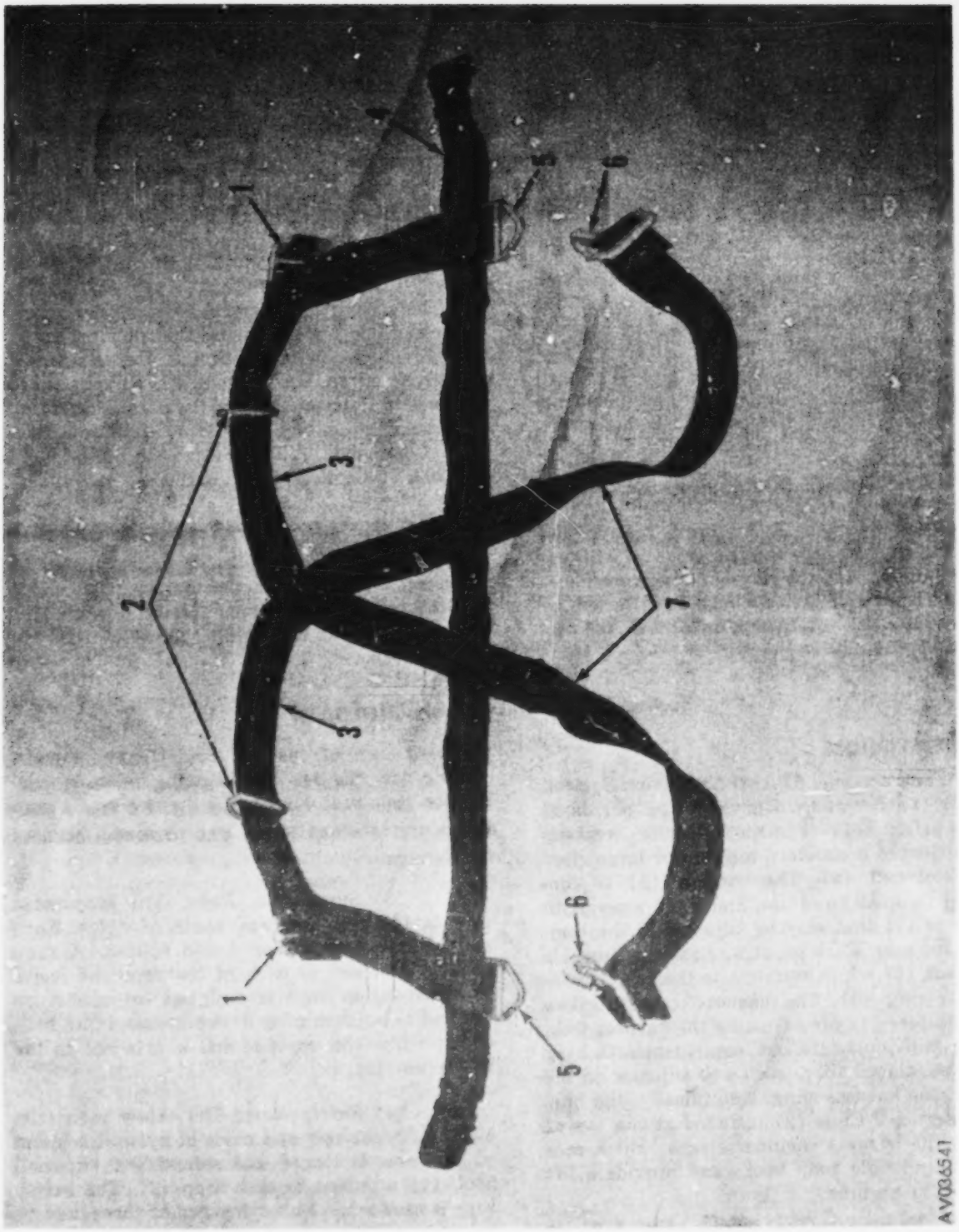
a. The Personnel STABO Extraction System.

(1) *Personnel Harness.* The personnel harness (fig. 1-1) is made of nylon webbing and stitched to a standard medium or large sized web pistol belt (4). The harness (3) is constructed in small, medium, and large sizes with leg straps (7) that may be adjusted to the comfort of the user. Each leg strap has an adjustable snap hook (6) which connects to the related connector V-ring (5). The harness possesses two web adjusters (1) for adjusting the harness webbing to individual size. An equipment attaching ring is positioned above each web adjuster on the front of the harness sling. Additionally, the harness has two V-rings (2) installed at the top of each of the harness shoulder straps, which connect to the bridle snap hooks and provide a lift point for the harness.

(2) *Bridle.* The bridle (fig. 1-2) is made of nylon webbing with a V-shape design. A dee-ring (1) is located on the single end of the bridle body (2) and a snap hook (3) is secured to each of the two bridle running ends. During use, the dee-ring is connected to a suspension rope snap hook while the two bridle snap hooks are attached to the two personnel harness lift V-rings.

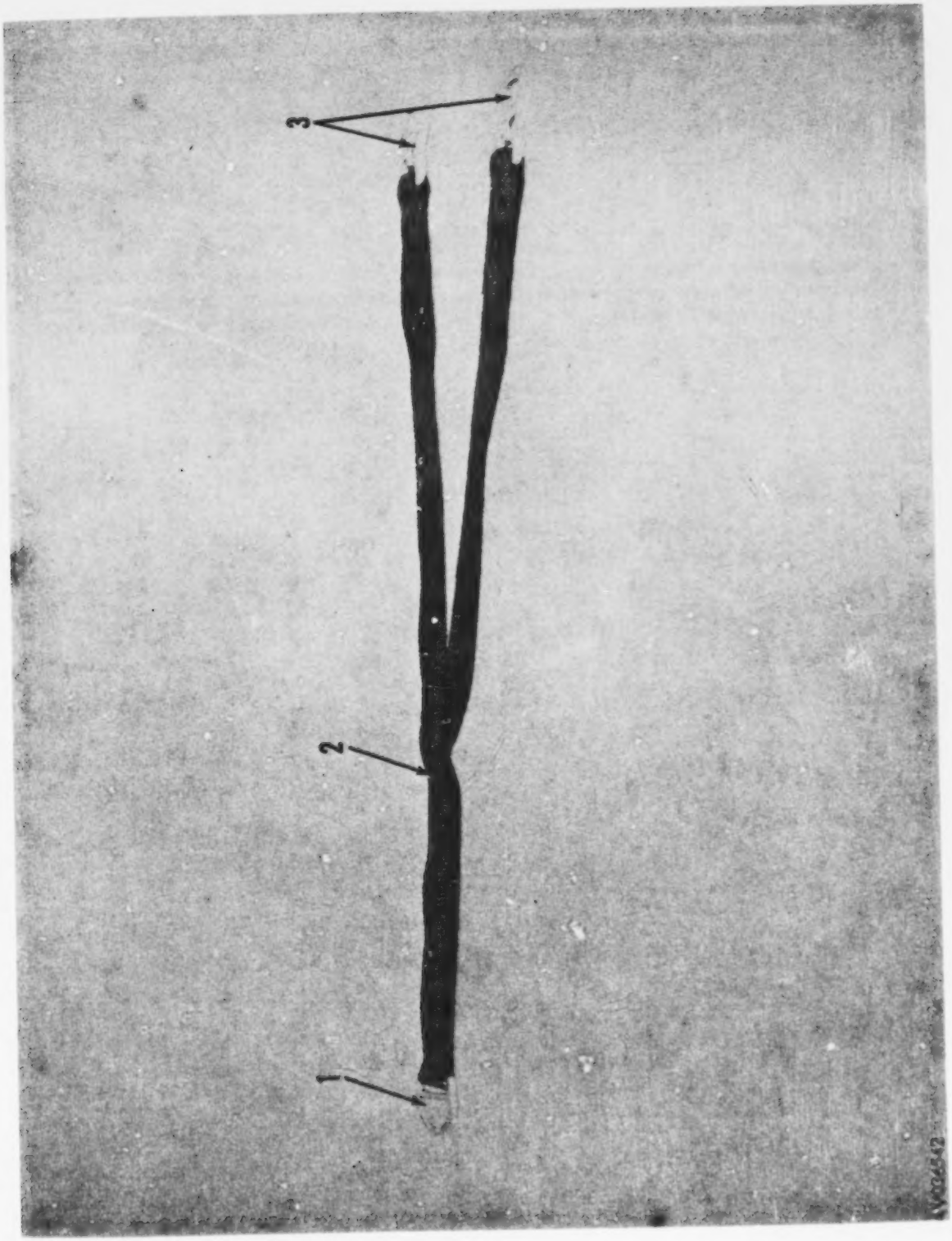
(3) *Suspension Rope.* The suspension rope is 147-feet long and made of nylon. Each end of the rope is looped and spliced. A snap hook is attached to each of the rope end loops. The suspension rope is designed to connect on one end to an anchoring device installed in a helicopter while the opposite end is attached to the bridle dee-ring.

(4) *Safety Rope.* The safety rope (fig. 1-3) is 12-feet long and made of nylon. Each end of the rope is looped and spliced with a snap hook (1) attached to each loop (2). The safety rope is used when extracting two or three personnel and provides a means for the individuals concerned to hold together thereby minimizing possible wind buffeting and oscillation which may occur during pickup and flight.



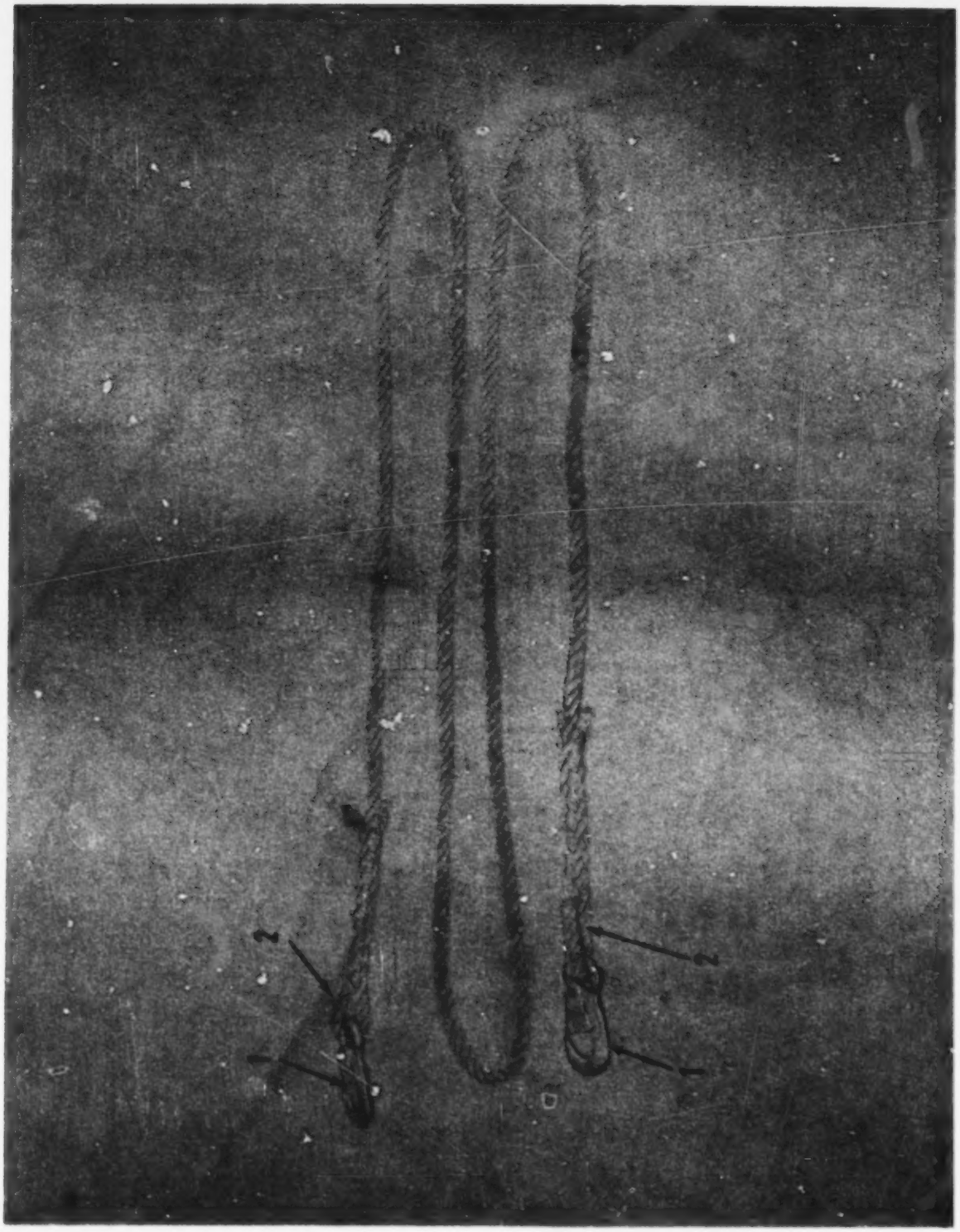
1. Web adjuster
2. Lift V-ring
3. Harness shoulder strap
4. Web pistol belt
5. Leg strap connector V-ring
6. Adjustable snap hook
7. Legstrap

Figure 1-1. The Extraction System Personnel Harness, Typical.



1. Dee–ring
2. Bridle body
3. Snap hook

Figure 1–2. The Extraction System Bridle.



1. Snap hook
2. Spliced loop

Figure 1-3. The Extraction System Safety Rope.

(5) *Deployment Bag.* The deployment bag is made of cotton duck and is of roll-type closure design. The bag, when packed, contains the suspension rope, bridle, and safety rope. The lower end of the bag has a 10-pound ballast weight installed which aids the deployment of the suspension rope from the helicopter.

b. Cargo and Personnel Lowering Anchoring Device. The anchoring device consists of a 13-foot-long nylon web floor tiedown loop (fig. 1-4) and three 87 3/4-inch-long nylon strap assemblies (fig. 1-5). The web loop has six sliding connector snaps (1, fig. 1-4) attached which connect to specified tiedown fittings in the aircraft floor. The web loop may accommodate any number of sliding dee-rings (2) which provide an attachment point for the strap assemblies. Three sliding dee-rings are required to be attached to the web loop when the anchoring device is to be used with the STABO extraction system.

1-6. TABULATED DATA.

a. Personnel STABO Extraction System.

(1) *Weight.*

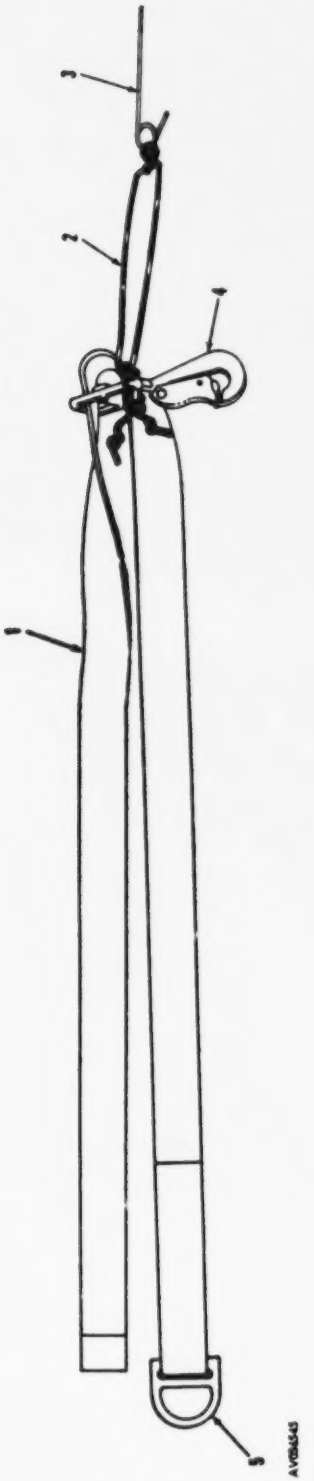
Unit total	26 pounds, 8 ounces
Personnel harness	3 pounds, 12 ounces
Bridle weight	1 pound, 5 ounces
Suspension rope	8 pounds, 8 ounces
Safety rope	1 pound, 6 ounces
Deployment bag	11 pounds, 11 ounces

(2) *Capacity.*

Maximum	240 pounds

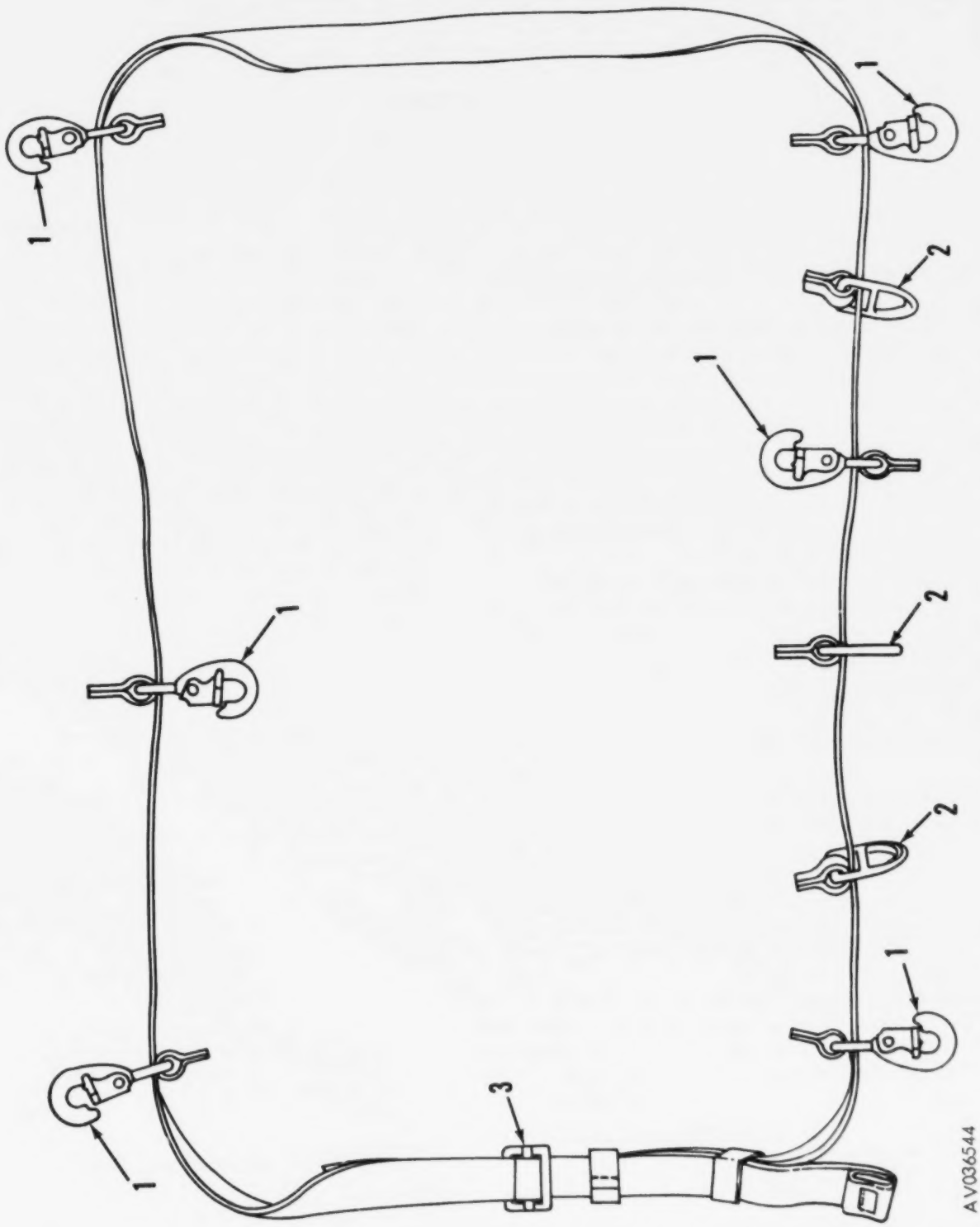
b. Cargo and Personnel Lowering Anchoring Device.

Unit total weight (web loop and three strap assemblies)	9 pounds, 7 ounces
Floor tiedown loop weight	5 pounds, 8 ounces
Strap assembly weight (each)	1 pound, 5 ounces



1. Connector snap
2. Dee-ring
3. Quick-fit adapter

Figure 1-4. The Anchoring Device Web Loop.



1. Strap 2. Locking pin retaining cord 3. Locking pin 4. Snap hook 5. Dee-ring

Figure 1-5. The Anchoring Device Strap Assembly, Typical.

CHAPTER 2

OPERATING INSTRUCTIONS

Section I. OPERATION UNDER USUAL CONDITIONS

2-1. GENERAL.

The personnel STABO extraction system is used with the cargo and personnel lowering anchoring device to provide a means of rapid pickup of personnel by UH-1 aircraft from areas which prohibit helicopter landings. The personnel harness is worn by ground personnel as indicated in paragraph 1-5. As the pickup process is initiated, the helicopter hovers over the pickup area at altitudes up to 150 feet above the ground. After insuring the applicable end of the extraction system suspension rope is connected to the anchoring device installed in the aircraft, a member of the aircraft crew drops the extraction system deployment bag from the left side door of the aircraft. A maximum of three extraction system units may be connected and dropped simultaneously, which will allow the extraction of three individuals on one flight. As the deployment bag descends, the suspension rope deploys until the bag reaches the ground. The individual to be extracted shall then attach the two bridle snap hooks to the lift V-rings on his harness and after incuring the leg straps are connected and tight, notify the aircraft by radio or hand signals that lift-off may begin. The helicopter shall then lift the individual(s) from the area and with the retrieved personnel suspended beneath the aircraft, move to an area where a safe landing can be made. The helicopter then lowers the suspended personnel to the ground, lands, and allows the personnel to board the aircraft.

NOTE

Each suspension rope is capable of suspending one individual weighing 240 pounds. The maximum total static weight that may be suspended in-flight from one door of the UH-1 is 720 pounds.

2-2. PERSONNEL HARNESS DONNING INSTRUCTIONS.

The personnel harness is designed to be worn by the user on patrol and to partially replace standard load-carrying equipment. As a result, the harness will be donned prior to departing on patrol using the following procedures:

a. Determine the size of the assigned harness (small, medium, large) to insure compatibility with individual size.

b. Adjust the two harness web adjusters (3, fig. 2-1) to allow maximum extension of the harness straps (4). In like manner, adjust the adjustable snap hook (7) on each leg strap (8) to provide the maximum extended length possible on each leg strap.

c. Insert the left loose end of the pistol belt through the left harness strap loop (5) formed directly above the left leg strap connector V-ring (6).

d. Using the right loose end of the pistol belt, repeat the procedure in *c.* above on the right side of the harness.

e. Position the two lift V-rings (1) toward the front of the harness adjacent to the equipment attaching rings (2).

f. Place each arm into the respective shoulder strap and don the harness.

g. Connect the pistol belt loose ends and position the belt near the midsection of the body.

h. Adjust each side of the harness, as required, by grasping and pulling each harness strap loose end through the web adjuster. Adjustment should only be necessary if, prior to adjustment, the pistol belt is situated below the beltline.

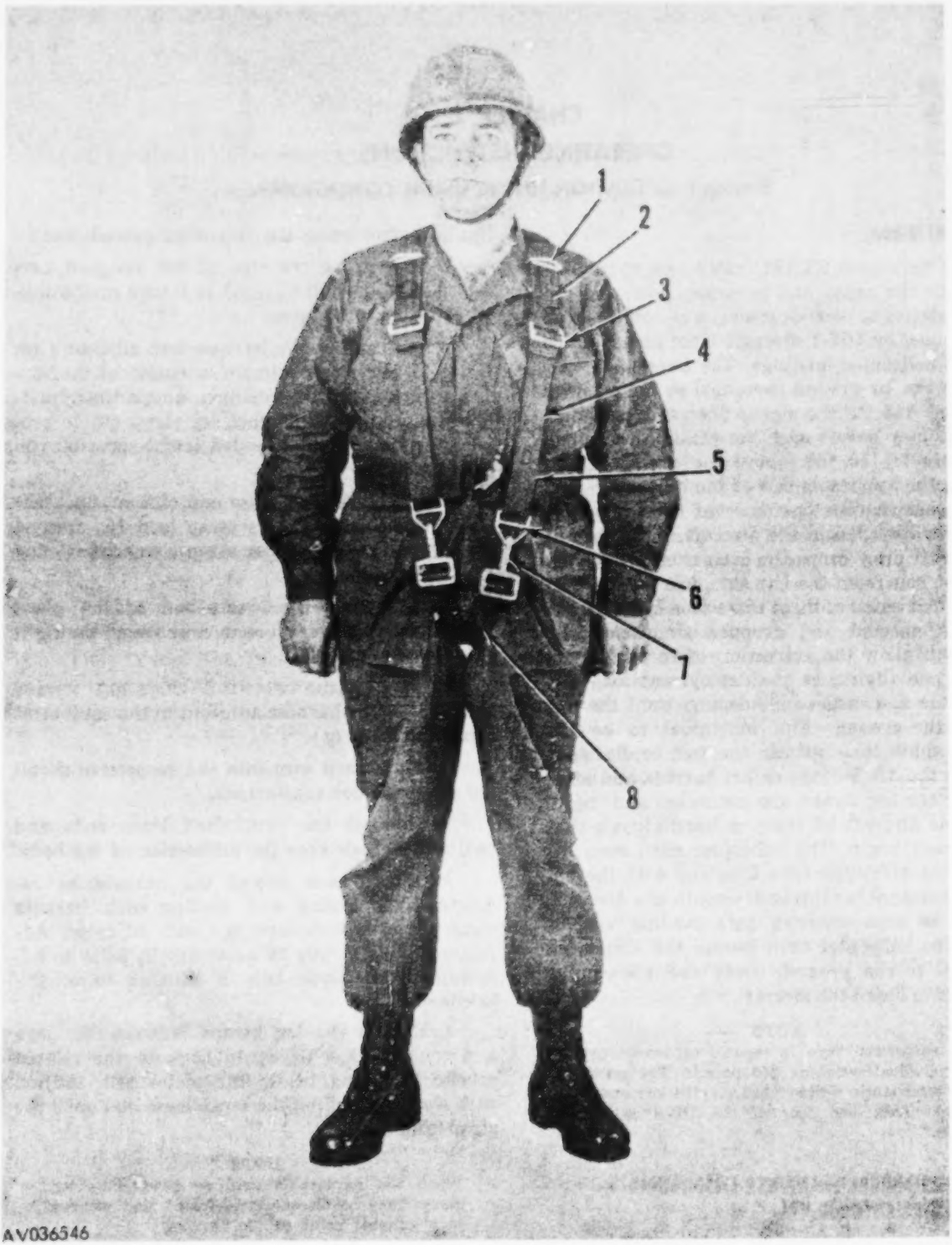
i. Extend the leg straps between the legs and connect each leg strap hook to the related connector V-ring below the pistol belt. Adjust each strap by pulling the strap loose end until the strap is snug.

NOTE

When the harness is used on patrol, the leg straps may be disconnected, folded, and secured to a suitable point on the harness.

2-3. ASSEMBLING AND INSTALLING THE LOWERING ANCHORING DEVICE.

The cargo and personnel lowering anchoring



1. Lift V-ring
2. Equipment attaching ring
3. Web adjuster
4. Harness strap
5. Harness strap loop
6. Connector V-ring
7. Adjustable snap hook
8. Leg strap

Figure 2-1. Extraction System Personnel Harness Donning Complete.

device will be assembled for use and installed in the UH-1 aircraft as follows:

a. Assembly.

(1) Install six connector snaps with buffers and three dee-rings with buffers on the web loop. Insure that the No. 2 and No. 5 connector snaps face toward the inside of the web loop. Further insure that two dee-rings are positioned between the No. 5 and No. 6 connector snaps.

(2) Insert 12 inches of the web loop loose end into the quick-fit adapter secured to the opposite end of the web loop length.

b. Installation.

(1) *UH-1B, UH-1C, and UH-1M helicopters.* The lowering anchoring device web loop shall be installed on the aircraft floor (fig. 2-2) by connecting the six attached connector snaps of the web loop (2) to the applicable aircraft floor tiedown fittings (1, 6, 7, 8, 15). On the UH-1C the two center fittings (7, 15) are located at FS (fuselage station) 87.5 and BL (butt line) 10.0. When installing the web loop insure the quick-fit adapter (4) is positioned toward the front of the aircraft and the three dee-rings (13) are located to the left side of the aircraft. Further insure the four connector snaps which form the corners, two facing forward and two facing aft of the aircraft, are connected to the tiedown fittings on the outside of the web loop and the two center connector snaps are connected to the respective tiedown fittings on the inside of the web loop. The locking clip on each connector snap shall be in the safe position after attachment to a tiedown fitting. Pull the web loop loose end until all slack is removed from the loop webbing and the loop is tight. Fold and tape the web loop loose end (3). Using an anchoring device strap assembly (10) for each individual to be picked up, connect the strap adjustable quick-fit snap hook (11) to a dee-ring on the web loop. With the web adjuster on the quick-fit snap hook, adjust the length of the strap to allow the attached strap dee-ring to extend 10 inches over the left door sill. Upon completion of strap adjustment, insert the snap locking pin (12) into top of the snap guard and bend the extended pin end sufficiently to prevent inadvertent removal. Using pressure sensitive tape, apply tape to the left door sill and any other edge of the aircraft where the strap or extraction system components may pass.

(2) *UH-1D and UH-1H helicopters.* Using procedures in (1) above, install the web loop on the aircraft floor as indicated in figure 2-3 and attach each strap assembly as required.

2-4. PERSONNEL EXTRACTION PROCEDURES.

Upon reaching the vicinity in which personnel pickup is to be made, the following personnel extraction procedures shall be accomplished:

a. Deploying the Extraction System.

(1) Prior to the helicopter attaining hover position, an aircraft crew member shall open the extraction system deployment bag by removing the two bag closing ties.

(2) Remove the suspension rope snap hook located just inside of the deployment bag end and attach the snap hook to a dee-ring on the end of one anchoring device strap on the left side of the aircraft.

NOTE

A separate extraction system deployment bag must be deployed for each individual to be extracted and only one bag is to be connected to each strap dee-ring.

(3) After the aircraft has attained hover position and upon the aircraft commander's command, the deployment bag(s) will be manually ejected from the aircraft.

b. Preparing for Extraction.

WARNING

Prior to connecting the bridle snap hooks to the personnel harness, insure the harness leg straps are in place, connected, and drawn tight.

(1) After the deployment bag has deployed the full length of the suspension rope, the person to be extracted shall connect the two bridle snap hooks extending from the bridle to the two lift V-rings on the personnel harness.

(2) If more than one individual is to be extracted, cut the safety rope retaining ties and remove the safety rope from the deployment bag.

NOTE

Each deployment bag contains a safety rope. However, only one is required for use during multiple personnel extraction.

(3) Pass one end snap hook of the safety rope to one side of the personnel harness, through the harness strap loop formed above the pistol belt, to the outside of the loop and engage the snap on the rope.

(4) When two persons are to be extracted, attach the opposite end of the safety rope using procedures in (3) above.

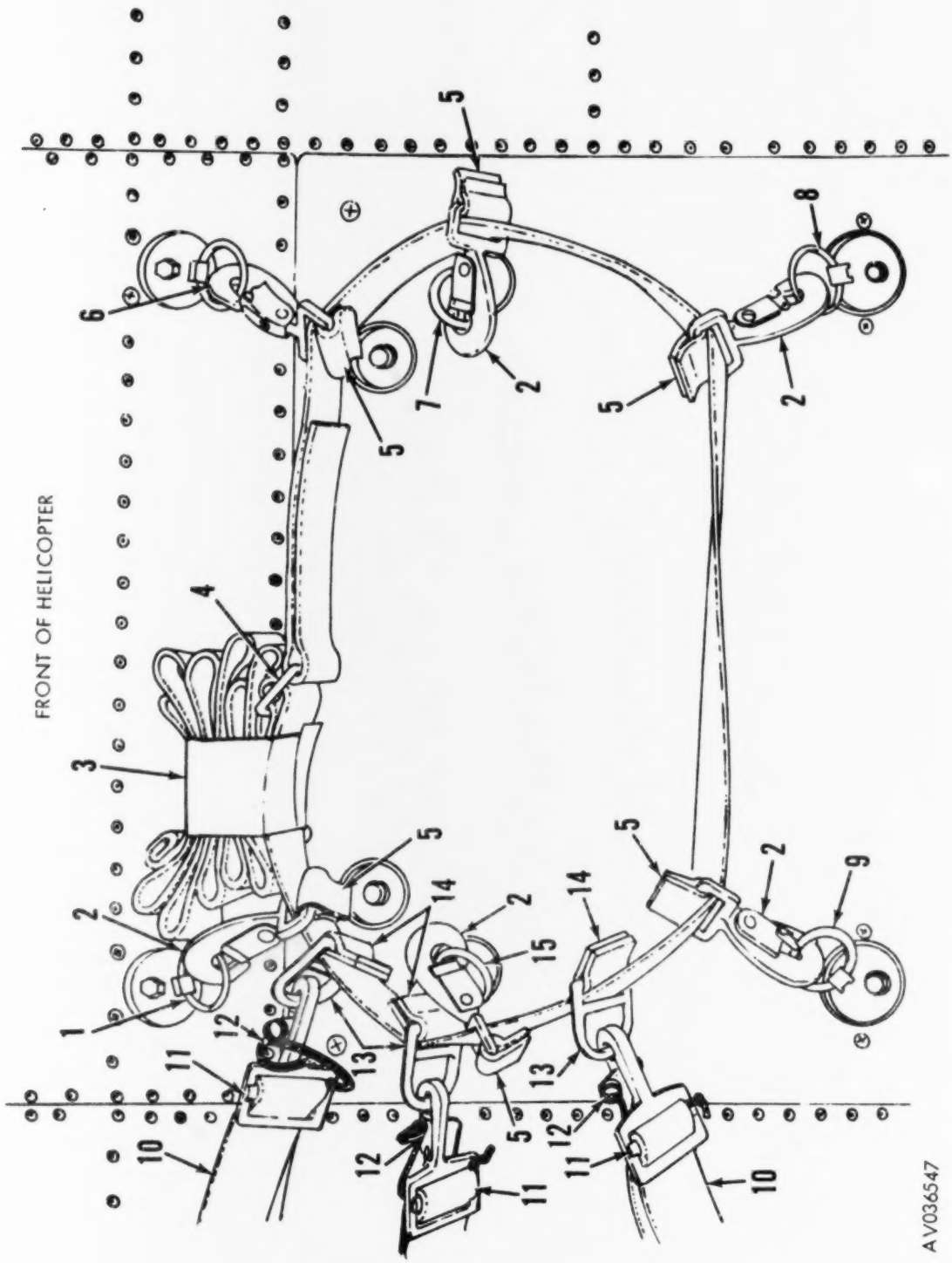


Figure 2–2. Anchoring device web loop installed on UH–1B aircraft floor, typical.

1. Tiedown fitting FS 79.7–BL 10.0, left side
2. Connector snap hook
3. Web loop taped end
4. Quick-fit adapter
5. Snap hook buffer
6. Tiedown fitting FS 79.7–BL 10.0, right side
7. Tiedown fitting FS 87.5–BL 9.4, right side
8. Tiedown fitting FS 98.8–BL 10.0, right side
9. Tiedown fitting FS 98.8–BL 10.0, left side
10. Strap assembly
11. Adjustable snap hook
12. Snap locking pin
13. Dee-ring
14. Dee-ring buffer
15. Tiedown fitting FS 87.5–BL 9.4, left side

Figure 2-2—Continued.

(5) If three persons are to be extracted, repeat the procedures in (3) above for one individual, pass the safety rope free end through each of the two harness strap loops on the second person's harness, and connect the rope to the third person using procedures in (3) above. When properly rigged, the middle person should be free to move along the safety rope length between the two outboard personnel.

(6) Upon insuring that all preparations for extraction have been completed, signal the hovering helicopter by radio or hand to commence evacuation.

c. Hand Signals. In situations which preclude the use of a radio to signal the extracting helicopter, the following hand signals (fig. 2–4), as prescribed by FM 55–46, will be used by the personnel being extracted.

(1) *Move up.* Extend the arms horizontally sideways beckoning upwards, with the palms of the hands turned up (A). Speed of arm movement shall indicate the desired rate of ascent.

(2) *Move down.* Extend the arms horizontally sideways beckoning downwards, with the palms of the hands turned down (B). Speed of arm movement shall indicate the desired rate of descent.

(3) *Hover.* Extend the arms horizontally sideways with palms of the hands turned downward (C).

(4) *Slowdown.* Extend the arms down with palms of the hands turned down and move the arms slightly up and down (D).

(5) *Land.* Cross the arms and extend the arms downward in front of the body (E).

(6) *Clear ground obstacles.* Place both hands on top of the head with fingertips touching and elbows extended to the side (F).

(7) *Move to left.* Extend the right arm sideways horizontally in the direction of desired movement and simultaneously swing the left arm in front of the body toward the desired direction of movement (G).

(8) *Move to right.* Extend the left arm sideways horizontally in the direction of desired movement and simultaneously swing the right arm in front of the body toward the desired direction of movement (H).

2–5. AIRCRAFT FLIGHT SPEEDS AND BANKING MANEUVERS.

WARNING

No flight, with extracted personnel suspended below the aircraft, shall exceed 90 KIAS.

Normal extended helicopter flights, with extracted personnel suspended below the aircraft, shall be conducted using airspeeds up to 60 KIAS (knots indicated airspeed) with allowable banking turns of 40° or less. Under emergency conditions, extended flights may exceed 60 KIAS, but not more than 90 KIAS, with allowable banking turns of 30° or less.

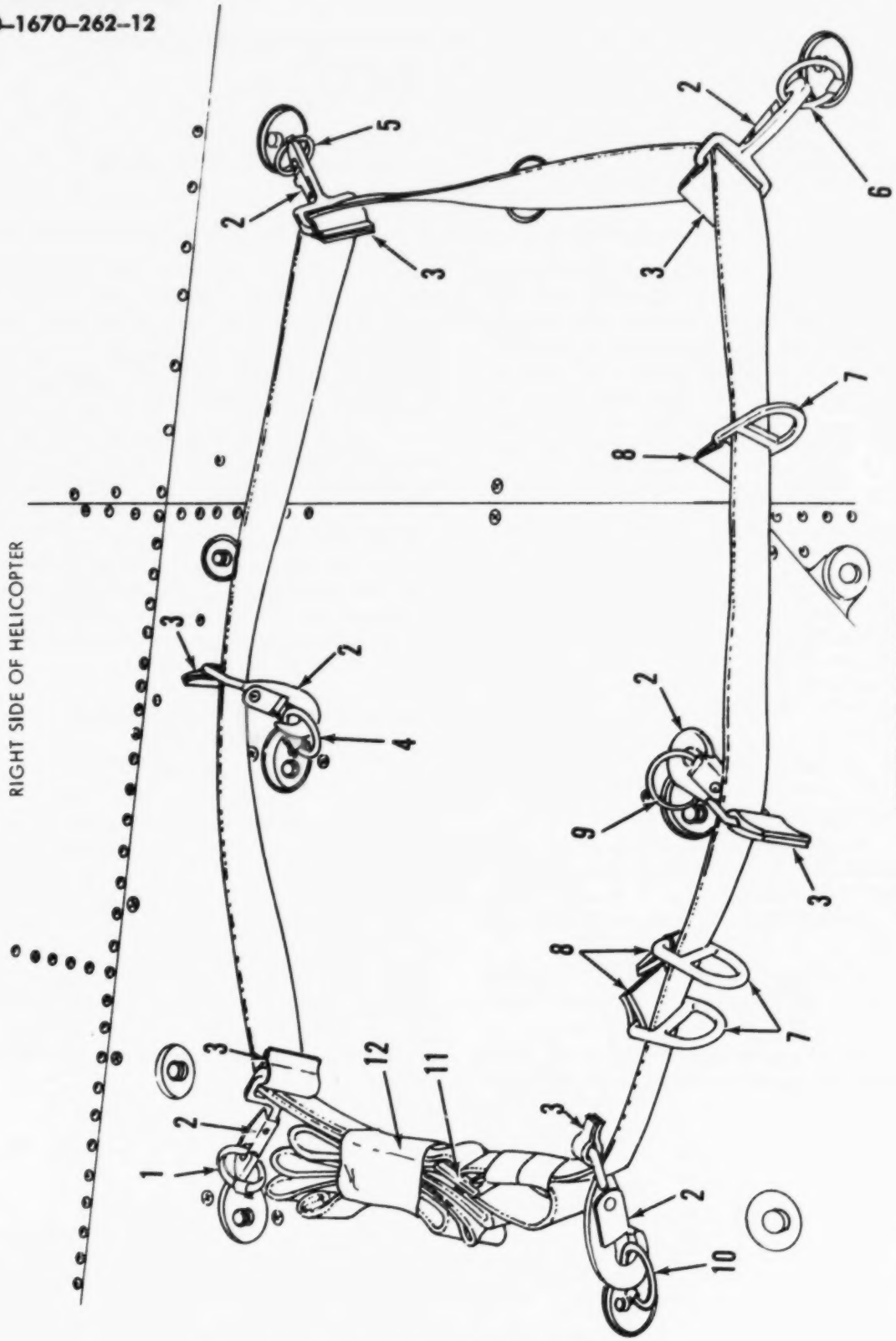
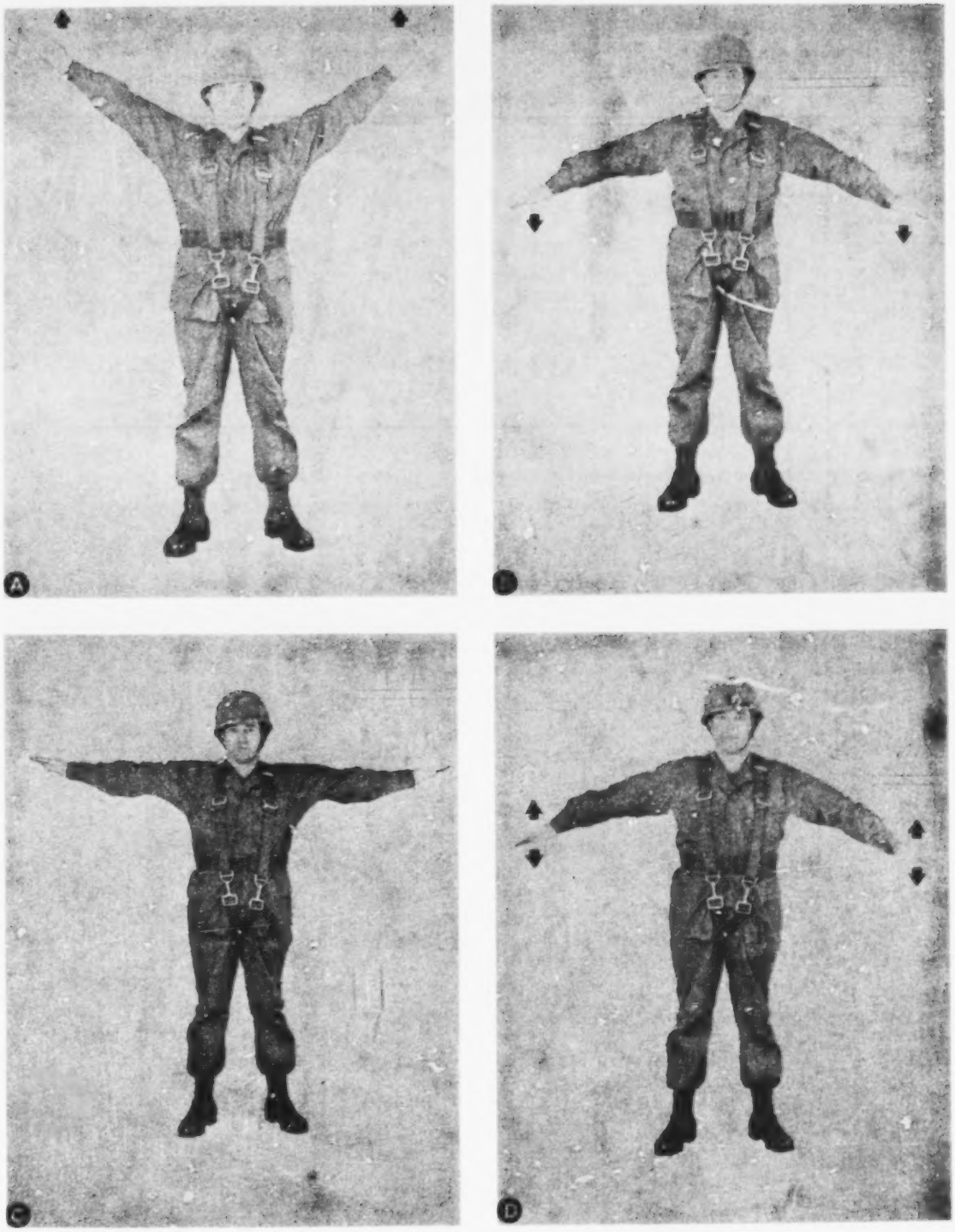


Figure 2–3. Anchoring device web loop installed on UH–1D aircraft floor, typical.

1. Tiedown fitting FS 78.14–BL 7.50, right side
2. Connector snap hook
3. Snap hook buffer
4. Tiedown fitting FS 93.15–BL 7.50, right side
5. Tiedown fitting FS 115.25–BL 10.65, right side
6. Tiedown fitting FS 115.25–BL 10.65, left side
7. Dee-ring
8. Dee-ring buffer
9. Tiedown fitting FS 93.15–BL 7.50, left side
10. Tiedown fitting FS 78.14–BL 7.50, left side
11. Quick-fit adapter
12. Web loop taped end

Figure 2-3—Continued.



A. Move up B. Move down C. Hover D. Slow down

Figure 2–4. Hand Signals for Directing Helicopter Movement (sheet 1 of 2).

E. Land

F. Clear ground obstacles

G. Move to left

H. Move to right

Figure 2–4. Hand Signals for Directing Helicopter Movement (sheet 2 of 2).

Section II. OPERATION UNDER UNUSUAL CONDITIONS

2–6. EMERGENCY JETTISONING PROCEDURES.

In the event an operational emergency occurs during extraction which may jeopardize the retrieving aircraft and crew, the deployed personnel STABO extraction system shall be jettisoned. Procedures for the aircraft crewmember to jettison the system are as follows:

a. If the anchoring device strap assembly has sufficient slack, unsnap the extraction system suspension rope and let it fall away from the aircraft.

WARNING

When jettisoning, no attempt shall be made to cut a taut suspension rope near or by the extracted personnel, as a stretched rope that is cut could entangle in the rotor blades of the retrieval helicopter.

b. Should the extraction system suspension rope be under tension, cut the anchoring device strap assembly at point where the strap passes over the aircraft door sill.

CHAPTER 3
MAINTENANCE INSTRUCTIONS
Section I. SERVICE UPON RECEIPT OF MATERIAL

3–1. INITIAL RECEIPT.

When any component of the personnel STABO extraction system or cargo and personnel lowering anchoring device are received from a supply source, a technical/rigger type inspection will be performed as prescribed by TM 10–1670–201–25. This inspection is to be conducted by the using unit prior to placing the items in service. After inspection, the concerned equipment may be either stored according to instructions in TM 10–1670–201–25, or placed into use for the extraction of personnel as may be required.

3–2. AFTER-USE RECEIPT.

After being used for personnel extraction, all components of the personnel STABO extraction system and the cargo and personnel lowering anchoring device shall be inspected for damage or defects as outlined in TM 10–1670–201–25 and paragraph 3–8. Cleaning and drying of all components shall be in accordance with TM 10–1670–201–25. A compressed air hose may be used to remove foreign material from inaccessible locations, as required.

3–3. SERVICE LIFE.

a. The personnel STABO extraction system does not have a prescribed service life. The length of time the system components may remain serviceable shall depend on the results of required inspections performed in accordance with paragraph 3–8.

b. The maximum service life of the anchoring device web loop and each of the anchoring device strap assemblies shall be computed as 10 years from the date of manufacture which is stenciled on the web loop and each strap.

Section II. PACKING PROCEDURES

3–4. GENERAL.

Packing of the personnel STABO extraction system applys to the layout and stowing of the suspension rope, bridle, and safety rope, along with closing of the deployment bag. During packing, the deployment bag shall be secured to the suspension rope at two points to prevent loss of the bag when the system is used.

3–5. PROPER LAYOUT.

To place the personnel STABO extraction system in proper layout, perform the following:

a. Position the deployment bag on a flat surface with the suspension rope stow loops facing up.

b. Remove all tangles from the suspension rope, if applicable, and coil the rope at a point near the bag opposite the weighted end of the bag.

NOTE

The weighted portion of the deployment bag is considered the bag bottom end.

3–6. PACKING DETAILS.

a. Beginning with the second stow loop from the bag bottom, attach a suspension line retainer band to each of the suspension rope stow loops located on both sides of the deployment bag.

b. Cut two 24-inch lengths of type I, 1/4-inch-wide cotton webbing or two 12-inch lengths of either type II or type III nylon cord, with core threads removed, for use as suspension rope retainer ties. The retainer ties provide a means for the deployment bag to remain connected to the suspension rope during system deployment.

c. Secure one retainer tie length cut in *b* above, using one turn double, type I, 1/4-inch-wide cotton webbing or one turn single, types II or III nylon cord, with core threads removed, to the suspension rope retainer web loop located at the bottom center of the bag body with a square knot.

d. Attach the second retainer tie length to the retainer web loop, located at the top center of the bag body using procedures in *c.* above (fig. 3–1).

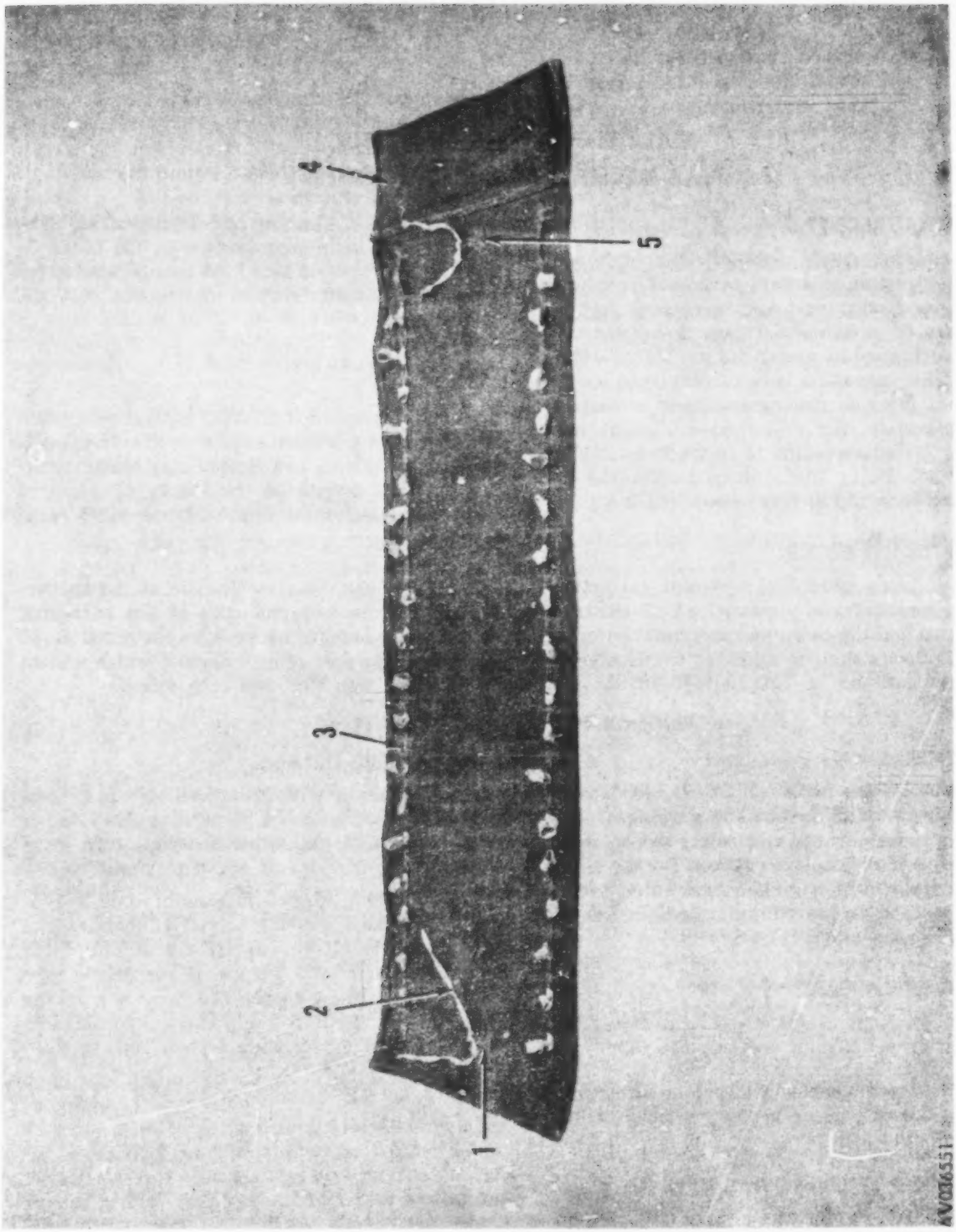


Figure 3–1. Suspension Rope Retainer Ties Attached to Retainer Web Loops, Typical.

1. Top retainer web loop
2. Web loops, typical
3. Stow loops with retainer bands attached
4. Deployment bag bottom end
5. Bottom retainer web loop

Figure 3-1—Continued.

e. Extend one end of the suspension rope along the center of the bag toward the bag bottom end and position the suspension rope bottom snap hook attaching loop over the bottom retainer web loop.

f. Using the retainer tie installed in *e*. above, secure the snap hook attaching loop to the retainer web loop by passing a retainer tie loose end through the attaching loop and join both tie loose ends with a surgeon's knot and a locking knot. Trim the tie running ends to 1/2-inch.

g. Center the extended suspension rope length over the top retainer web loop and secure the rope length to the web loop by making a surgeon's knot and locking knot with the retainer tie loose ends (fig. 3-2). Trim the tie ends to 1/2-inch.

h. Position the safety rope on the bottom end of the deployment bag and connect each of the two safety rope snap hooks to the first suspension rope stow loops located on both sides of the bag body, adjacent to the bag bottom end (fig. 3-3).

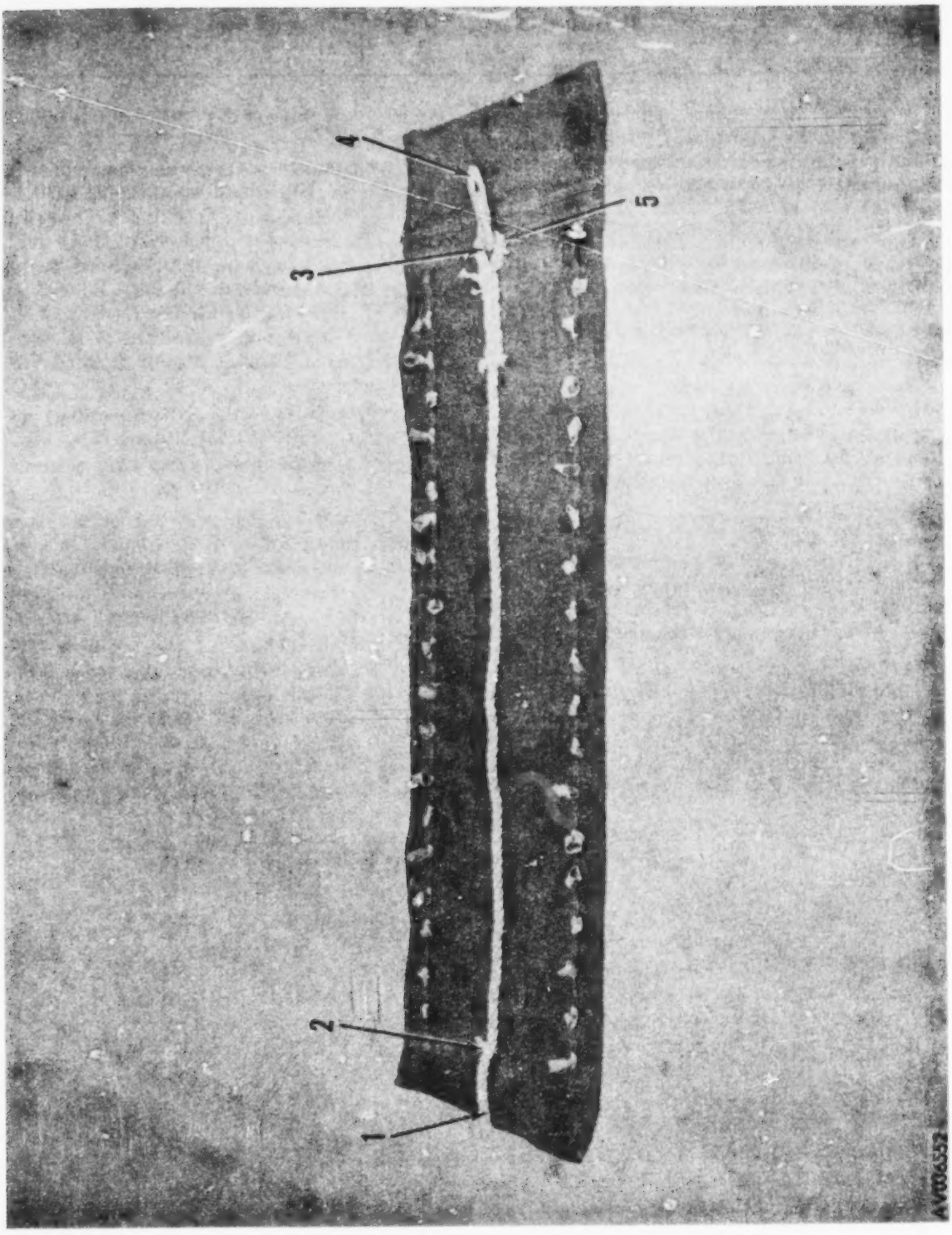
i. Stow the safety rope by accordion folding the rope over the first two suspension rope stow loops to a point 1/2-inch from each edge of the deployment bag. Secure both ends of the folded rope to the stow loops with one turn single, type I, 1/4-inch-wide cotton webbing, using a surgeon's knot and a locking knot (fig. 3-4).

j. Extend the suspension rope running end toward the second stow loop located at the bottom left of the bag body. To form the rope stows, make three accordion folds in the rope across the width of the bag to a point 1/2-inch from each edge of the bag and end the last fold on the bag bottom right. Secure each formed stow with the retainer bands attached to the second stow loops on the top of the bridle and S-fold the bridle on

k. Using procedures in *j*. above, continue stowing the suspension rope length to a point 12 inches from the top snap hook on the rope end. Connect the snap hook to the top retainer web loop.

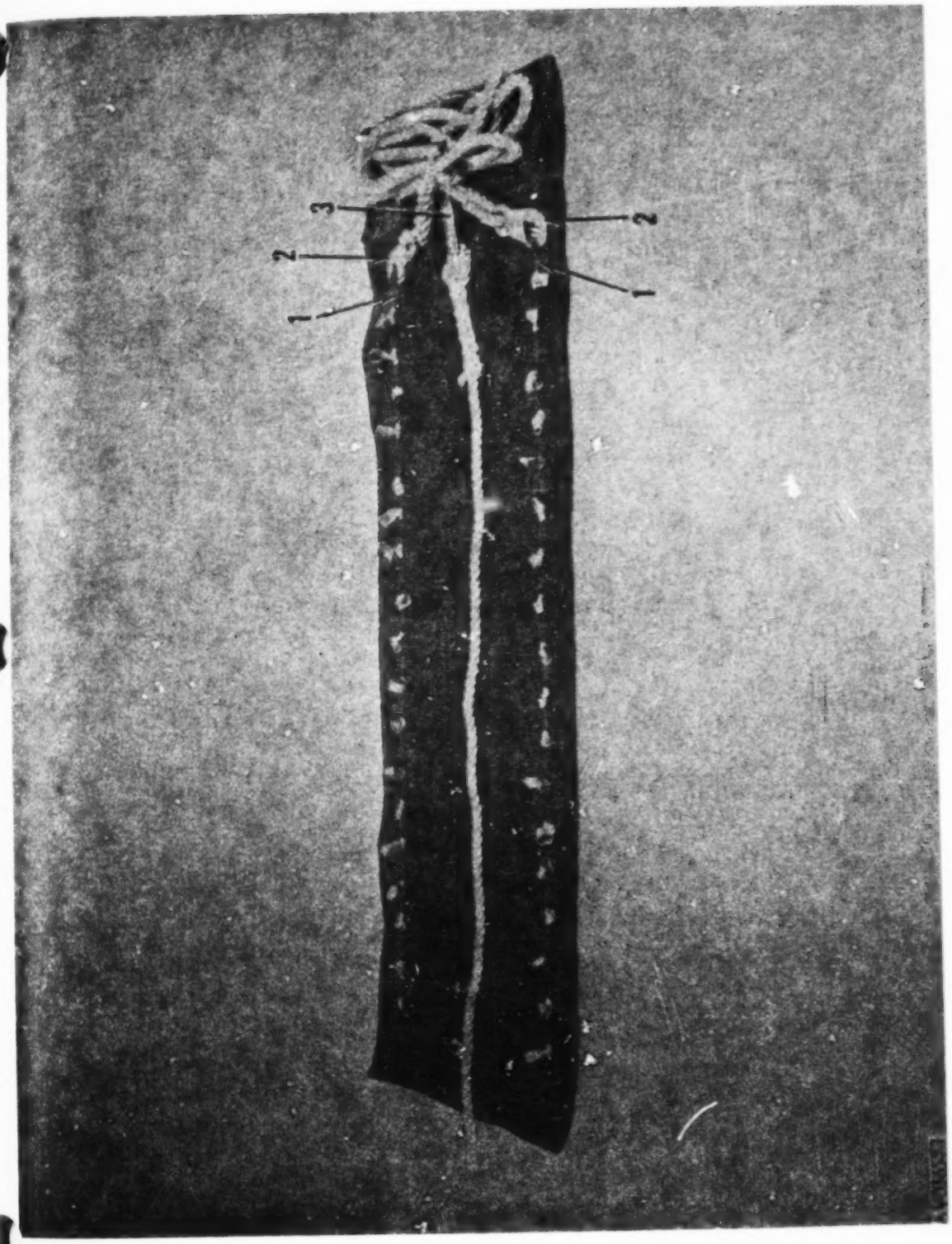
l. At the bag bottom end, connect the suspension rope bottom snap hook to the dee-ring on the top of the bridle and S-fold the bridle on the bag bottom in a manner which will preclude the bridle from extending beyond the sides of the bag (fig. 3-6).

m. Beginning at the bottom end of the bag, close the bag by rolling the bag toward the bag top. Secure each end of the closed bag with one turn single, type I, 1/4-inch-wide cotton webbing, using a surgeon's knot and a locking knot (fig. 3-7). Trim the tie ends to 2 inches.



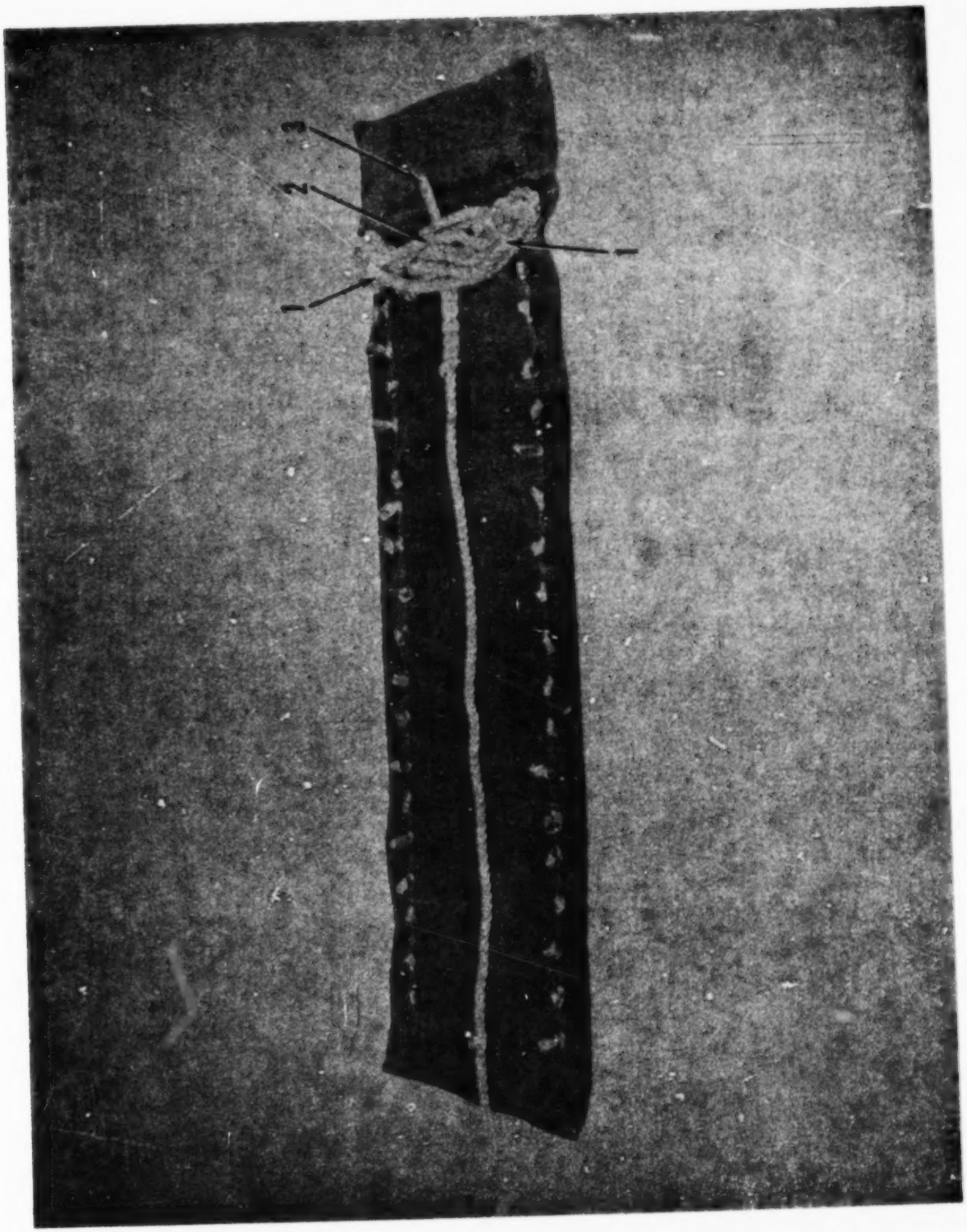
1. Suspension rope 2. Top retainer tie 3. Snap hook attaching loop 4. Bottom snap hook 5. Bottom retainer tie

Figure 3-2. Suspension Rope Retainer Ties Completed.



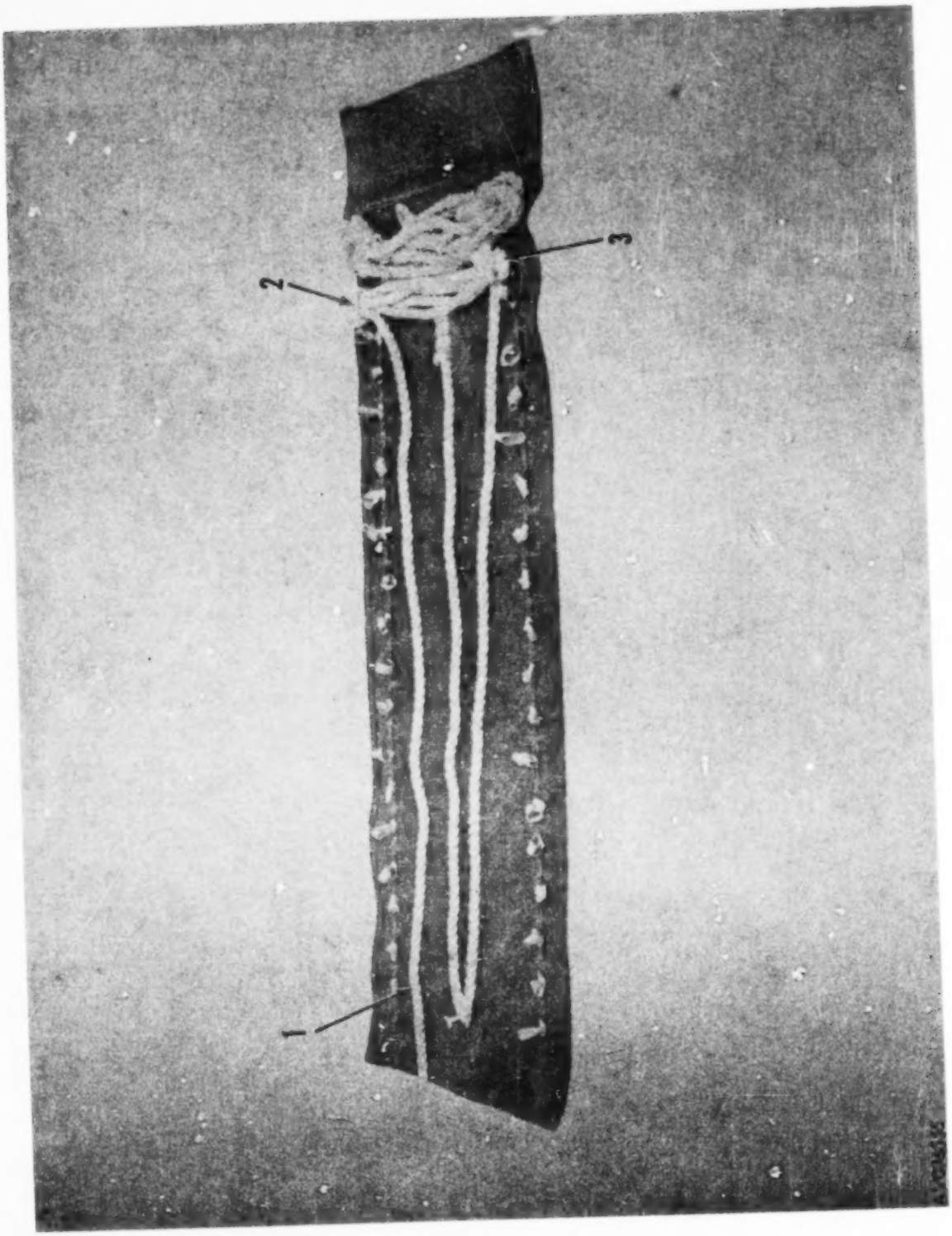
1. Stow loop
2. Snap hook
3. Safety rope

Figure 3-3. Attaching the Safety Rope to Deployment Bag.



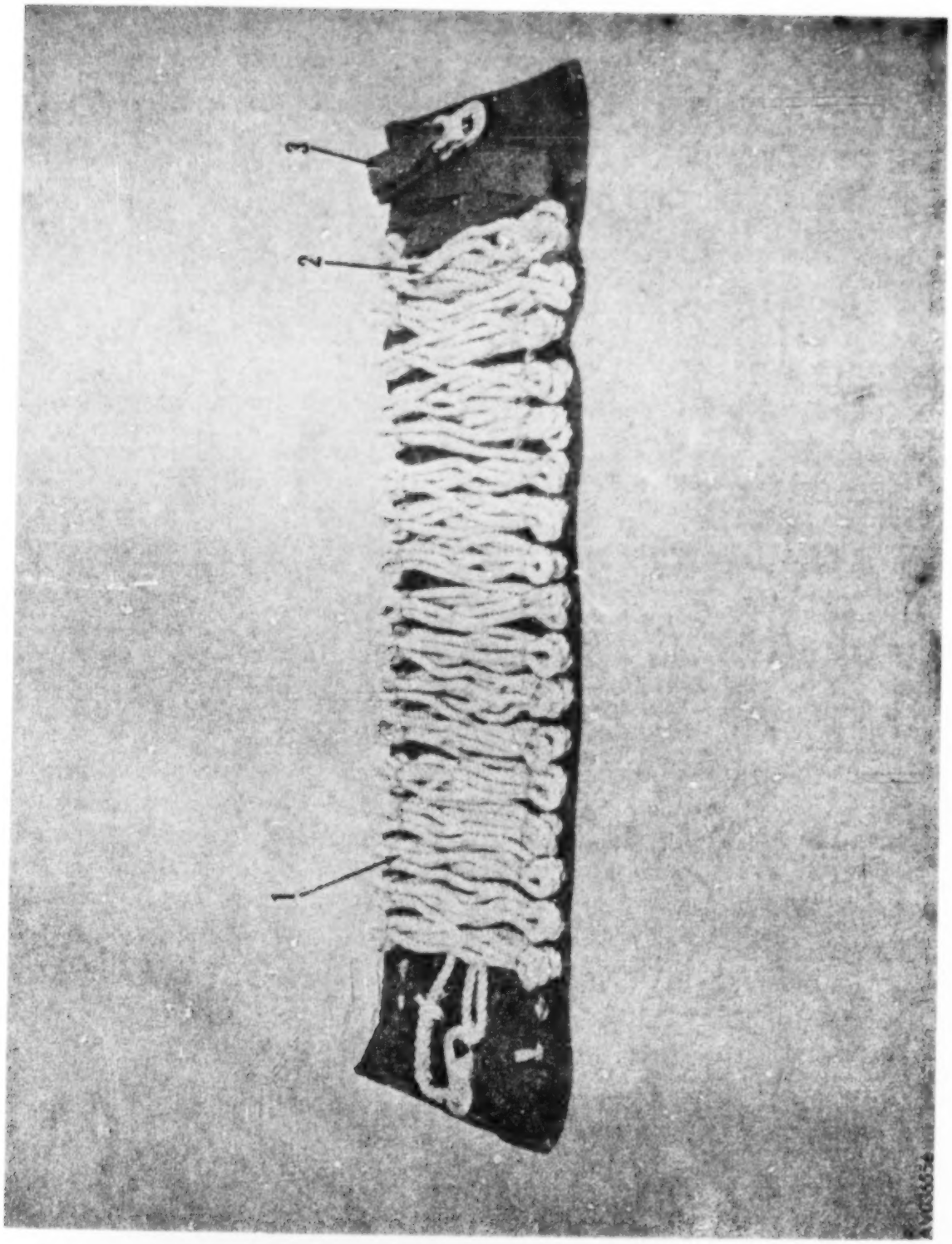
1. Safety rope stow tie
2. Safety rope
3. Suspension rope bottom snap hook

Figure 3-4. Stowing of Safety Rope Completed.



1. Suspension rope running end
2. Bottom right stow
3. Bottom left stow

Figure 3-5. First Stows of Suspension Rope Completed.



1. Suspension rope
2. Safety rope
3. Bridle

Figure 3–6. Suspension Rope, Safety Rope, and Bridle Stowage Completed.

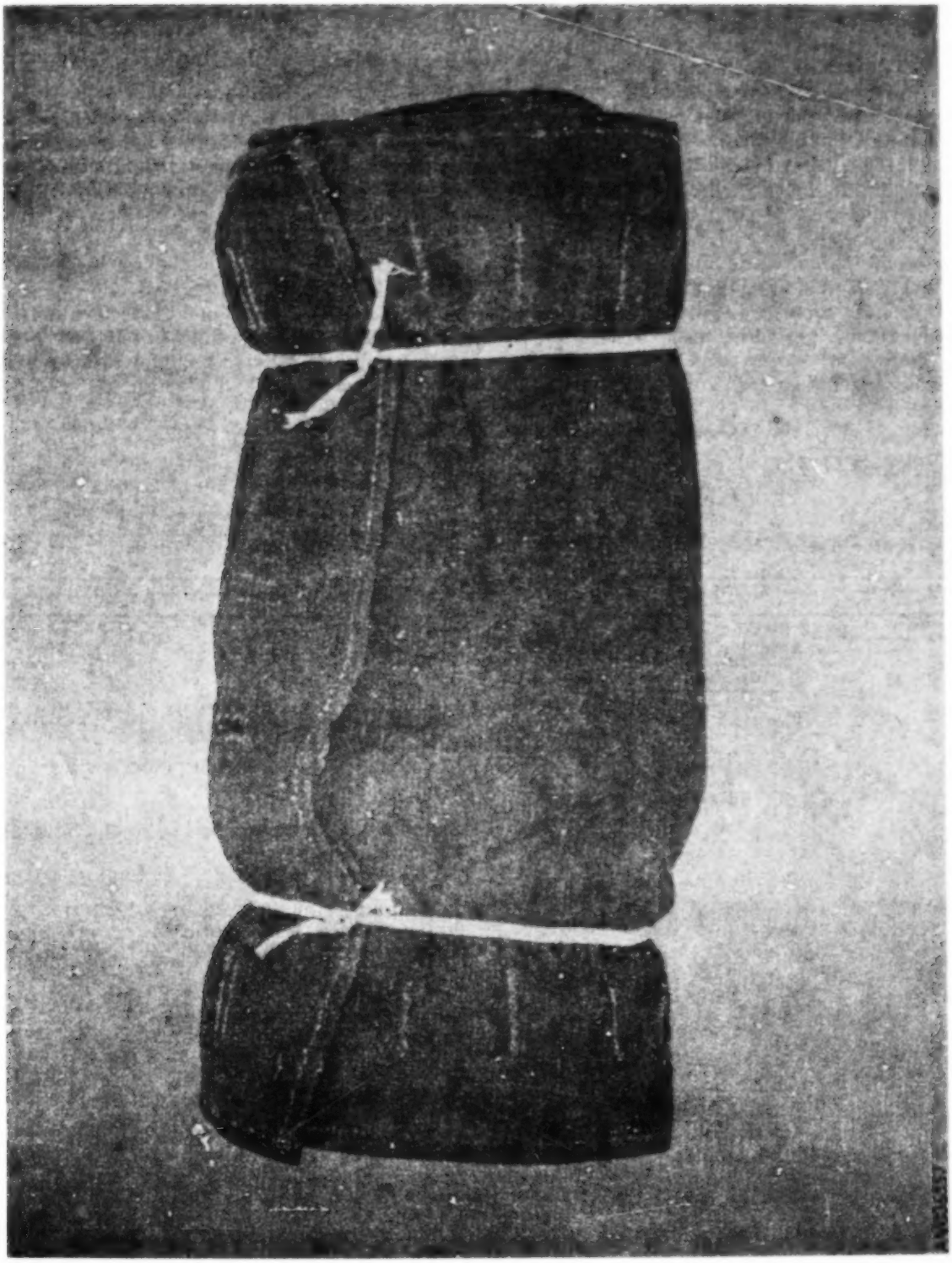


Figure 3-7. Deployment bag closed and secured.

Section III. PREVENTIVE MAINTENANCE CHECKS AND SERVICES

3–7. GENERAL.

To insure that all components of the personnel STABO extraction system and the cargo and personnel lowering anchoring device are ready for use at all times, they must be inspected at prescribed intervals to determine their serviceability. The two types of inspections normally performed are Routine and Technical/Rigger which are defined in paragraph 3–8. All defects discovered during inspection and the corrective action taken will be recorded on appropriate forms in accordance with TM 38–750, TB 750–126, and TB 750–99–16 at the earliest possible opportunity. If, during an inspection, any component, except the STABO extraction system deployment bag, is found to be defective or the serviceability of the item is doubtful, the component concerned shall be replaced.

3–8. SERVICES.

This paragraph contains a tabulated listing (table 3–1) of preventive maintenance checks and services which will be performed by user personnel and qualified rigger personnel (MOS 43E). Items in table 3–1 are listed consecutively. Types and intervals of inspection are as follows:

a. Routine Inspection. The routine-type inspection will be performed by the user before and after use.

b. Technical Rigger-Type Inspection. The technical rigger-type inspection will be performed by a qualified rigger before packing and before and after repairs.

Table 3–1. Preventive Maintenance Checks and Services

KEY: INTERVALS OF INSPECTION
W—Before use
X—After use
Y—Before packing
Z—Before and after repairs

INTERVAL AND SEQUENCE NO.				ITEM TO BE INSPECTED	PROCEDURES (INSPECT FOR)	PARA REF
W	X	Y	Z			
				Personnel STABO Extraction System		
1	1			Harness	Broken or missing stitching; frayed, worn, or cut webbing; bent, broken rusted, or missing hardware; foreign material.	3–2, 3–7
		2		Suspension Rope	Cuts, abrasions, melting or fuzzing; bent broken, rusted, or missing snap hooks; snap hook operation; foreign material.	3–2, 3–7
		3		Safety rope	Cuts, abrasions, melting, or fuzzing; bent, broken, rusted, or missing snap hooks; burrs on snap hooks snap hook operation; foreign material.	3–2, 3–7
		4		Bridle	Broken, loose, or missing stitching; frayed, worn or cut webbing; bent, broken, rusted, or missing hardware; burrs on hardware; snap hook operation; foreign material.	3–2, 3–7
		5	5	Deployment bag	Broken, loose, or missing stitching; broken or damaged web loops; holes and tears; dirt, grease, and foreign material.	3–2, 3–9
				Cargo and Personnel Lowering Anchoring Device		
6	6			Web loop	Broken or missing stitching; frayed, worn or cut webbing; bent, broken, rusted, or missing hardware, burrs on hardware; connector snap operation; dirt, oil, grease on webbing.	3–2, 3–7
7	7			Strap assembly	Broken or missing stitching; frayed, worn, or cut webbing; bent, broken, rusted or missing hardware; burrs on hardware; snap hook operation; missing locking pin, broken or missing locking pin retaining cord.	3–2, 3–7

CHAPTER 4

LIMITED STORAGE

All components of the personnel STABO extraction system and the cargo and personnel lowering and anchoring device may be stored using limited storage procedures outlined in TM 10–1670–201–25.

APPENDIX A

REFERENCES

A-1. DICTIONARIES OF TERMS AND ABBREVIATIONS.

AR 320-5	Dictionary of United States Army Terms
AR 310-50	Authorized Abbreviations and Brevity Codes

A-2. PREVENTIVE MAINTENANCE.

DA Pam 310-4	Index of Technical Manuals, Technical Bulletins, Supply Manuals (types 7, 8 and 9), Supply Bulletins and Lubrication Orders
DA Pam 310-7	U.S. Army Equipment Index of Modification Work Orders
AR 750-5	Organization, Policies, and Responsibilities for Maintenance Operations
TM 10-269	General Repair of Canvas and Webbing
TM 10-1670-201-25	Maintenance of Parachutes and Other Airdrop Equipment, General
TM 38-750	The Army Maintenance Management Systems (TAMMS)
TB 750-126	Use of Material Condition Tags and Labels on Army Aeronautical and Air Delivery Equipment
TB 750-99-16	Maintenance Expenditure Limits for FSC Group 16

A-3. Logistics.

AR 55-45	Military Standard Transportation and Movement Procedures (MILSTAMP)
AR 700-15	Preservation, Packaging, and Packing of Military Supplies and Equipment
TM 743-200-1	Storage and Material Handling

A-4. SUPPLY PUBLICATIONS.

AR 725-50	Requisitioning, Receipt, and Issue System
AR 735-35	Supply Procedures for TOE and TDA Units or Activities
AR 755-21	Disposal of Supplies and Equipment
DOD 4160.21-M	Defense Disposal Manual

A-5. OTHER PUBLICATIONS.

FM 55-46	Army Air Transport Operations
TM 55-1520-210-10	Operator's Manual, Army Model UH-1D/H Helicopter
TM 55-1520-219-10	Operator's Manual, Army Model UH-1B Helicopter
TM 55-1520-220-10	Operator's Manual, Army Model UH-1C/M Helicopter

APPENDIX B

MAINTENANCE ALLOCATION CHART

Section I. INTRODUCTION

B–1. GENERAL.

This appendix contains explanation of all maintenance and repair functions authorized the various categories of maintenance. The maintenance allocation chart assigns authorized maintenance functions to the lowest maintenance category based on skills available, time required, tools and test equipment authorized.

B–2. MAINTENANCE FUNCTIONS.

Maintenance functions will be limited to and defined as follows:

a. Inspect. To determine serviceability of an item by comparing the physical, mechanical, and electrical characteristics with established standards.

b. Test. To verify serviceability and to detect electrical or mechanical failure by use of test equipment.

c. Service. To clean, to preserve, to charge, and to add fuel, lubricants, cooling agents, and air. If it is desired that elements, such as painting and lubricating be defined separately, they may be so listed.

d. Adjust. To rectify to the extent necessary to bring into proper operating range.

e. Aline. To adjust specified variable elements of an item to bring to optimum performance.

f. Calibrate. To determine the correction to be made in the readings of instrument or test equipment used in precise measurement. Consists of the comparison of two instruments, one of which is a certified standard of known accuracy, to detect and adjust any discrepancy in the accuracy of the instrument being compared with the certified standard.

g. Install. To set up for use in an operational environment such as an emplacement, site, or vehicle.

h. Replace. To replace unserviceable items with serviceable assemblies, subassemblies, or parts.

i. Repair. To restore an item to serviceable condition through correction of material damage or a specified failure.

j. Overhaul. To restore an item to completely serviceable condition as prescribed by maintenance standards in technical publications for each item of equipment.

k. Rebuild. To restore equipment as nearly as possible to new condition in accordance with original manufacture standards.

l. Symbols. The upper case letter placed in the appropriate column indicates the lowest category at which that particular maintenance function is to be performed.

B–3. EXPLANATION OF FORMAT.

Purpose and use of the format are as follows:

a. Column 1, Group Number. Column 1 lists group number, the purpose of which is to identify components, assemblies, subassemblies and modules with the next higher assembly.

b. Column 2, Functional Group. Column 2 lists the noun names of components, assemblies, subassemblies and modules on which maintenance is authorized.

c. Column 3, Maintenance Functions. Column 3 is divided into subcolumns to indicate the maintenance function authorized for the components, assemblies, and subassemblies. Each maintenance function which is indicated for the entire assembly is applicable to all major components, and each function indicated for the major component is applicable to all items of the component except where the term "replace" is used. The term "replace" applies only to the assembly, component, or item beside which it appears.

d. Use of Symbols. The symbols used to indicate the five categories of maintenance authorized for Army material are as follows:

(1) C—Operator or crew.
(2) O—Organizational maintenance.
(3) F—Direct support maintenance.
(4) H—General Support Maintenance.
(5) D—Depot maintenance.

e. Column 4, Tools and Equipment. This column will be used to specify, by code, those tools and test equipment required to perform the designated function.

f. Column 5, Remarks. The remarks column will list specific maintenance function, cross-references, and instruction pertinent to the operation being performed.

MAINTENANCE ALLOCATION CHART

FOR

PERSONNEL STABO EXTRACTION SYSTEM/CARGO AND PERSONNEL LOWERING DEVICE
(AR 310–3)

(1)	(2)	(3) MAINTENANCE FUNCTION										(4)	(5)
GROUP NO	FUNCTIONAL GROUP	INSPECT	TEST	SERVICE	ADJUST	ALIGN	CALIBRATE	INSTALL	REPLACE	REPAIR	OVERHAUL	REBUILD	TOOLS AND EQUIPMENT	REMARKS
	Personnel STABO Extraction System	0							0					
	Bridle	0							0					
	Deployment bag	0							0					Restitch, Darn
	Retainer bands								0	0				
	Harness	C							0					Cuts, Burns, Frays
	Safety rope	0							0					Burns, Frays
	Suspension rope	0							0					Cuts, Burns, Frays
	Cargo and Personnel Lowering Device	C							0					Cuts, Burns, Frays, Oil, Grease
	Strap assembly	C							0					Cuts, Burns, Frays, Oil, Grease, Locking pin

APPENDIX C

REPAIR PARTS AND SPECIAL TOOLS LIST

(Current as of 10 July 1970)

Section I. INTRODUCTION

C–1. SCOPE.

This appendix lists the repair parts required for the performance of organizational maintenance of the STABO EXTRACTION SYSTEM, PERSONNEL, and ANCHORING DEVICE, CARGO AND PERSONNEL LOWERING.

C–2. GENERAL.

This Basic Issue Items, Repair Parts and the Special Tools List is divided into the following sections:

a. Basic Issue Items—Section II. (Not Applicable).

b. Maintenance and Operating Supplies—Section III. (Not Applicable).

c. Prescribed Load Allowance (PLA)—Section IV. (Not Applicable).

d. Repair Parts—Section V. A list of repair parts authorized for the performance of maintenance at the organizational level. Maintenance supplies are listed within the section in ascending Federal stock number sequence.

e. Special Tools, Test and Support Equipment—Section VI. (Not Applicable).

f. Federal Stock Number and Reference Number Index—Section VII. (Not Applicable).

C–3. EXPLANATION OF COLUMNS.

The following provides an explanation of columns in the tabular list in Section V.

a. Source, Maintenance and Recoverability Codes (SMR).

(1) Source Code. Indicates the selection status and source for the listed item. Source codes are:

Code	Explanation
P	Repair Parts, Special Tools and Test Equipment supplied from the GSA, DSA, or Army supply system, and authorized for use at indicated maintenance categories.
P2	Repair Parts, Special Tools and Test equipment which are procured and stocked for insurance purposes because the combat or military essentiality of the end item dictates that a minimum quantity be available in the supply system.
P9	Assigned to items which are NSA design controlled: unique repair parts, special tools, test, measuring and diagnostic equipment, which are stocked and supplied by the Army COMSEC Logistic System and which are not subject to the provisions of AR 380–41.
P10	Assigned to items which are NSA design controlled: special tools, test, measuring and diagnostic equipment for COMSEC support, which are acountable under the provisions of AR 380–41, and which are stocked and supplied by the Army COMSEC Logistic System.
M	Repair Parts, Special Tools and Test Equipment which are not procured or stocked, as such, in the supply system but are to be manufactured at indicated maintenance levels.
A	Assemblies which are not procured or stocked as such, but are made up of two or more units. Such component units carry individual stock numbers and descriptions, are procured and stocked separately and can be assembled to form the required assembly at indicated maintenance categories.
X	Parts and assemblies that are not procured or stocked because the failure rate is normally below that of the applicable end item of component. The failure of such part or assembly should result in retirement of the end item from the supply system.
X1	Repair Parts which are not procured or stocked. The requirement for such items will be filled by the next higher assembly or component.

Code	Explanation
X2	Repair Parts, Special Tools, and Test Equipment which are not stocked and have no foreseen mortality. The indicated maintenance category requiring such repair parts will attempt to obtain the parts through cannibalization or salvage, the item may be requisitioned with exception data, from the end item manager, for immediate use.
G	Major assemblies that are procured with PEMA funds for initial issue only as exchange assemblies at DSU and GSU level. These assemblies will not be stocked above the DS and GS level or returned to depot supply level.

NOTE

Cannibalization or salvage may be used as a source of supply for any items source coded above except those coded X1 and aircraft support items as restricted by AR 700–42.

(2) Maintenance Code. Indicates the lowest category of maintenance authorized to install the listed item. The maintenance level codes are:

Code	Explanation
C	Crew or Operator Maintenance
O	Organizational Maintenance

(3) Recoverability Code. Indicates whether unserviceable items should be returned for recovery or salvage. Items not coded are expendable. Recoverability codes are:

Code	Explanation
R	Applied to repair parts, (assemblies and components) special tools and test equipment which are considered economically reparable at direct and general support maintenance levels. When the item is no longer economically repairable, it is normally disposed of at the GS level. When supply considerations dictate, some of these repair parts may be listed for automatic return to supply for depot level repair as set forth in AR 710–50. When so listed, they will be replaced by supply on an exchange basis.
S	Repair Parts, Special Tools, Test Equipment and assemblies which are economically reparable at DSU and GSU activities and which normally are furnished by supply on an exchange basis. When items are determined by a GSU to be uneconomically reparable, they will be evacuated to a depot for evaluation and analysis before final disposition.
T	Higher dollar value recoverable repair parts, special tools and test equipment which are subject to special handling and are issued on an exchange basis. Such items will be repaired or overhauled at depot maintenance activities only. No repair may be accomplished at lower levels.
U	Repair Parts, Special Tools and Test Equipment specificially selected for salvage by reclamation units because of precious metal content, critical materiels, high dollar value or reusable castings or castings.

b. Federal Stock Number. Indicates the Federal stock number assigned to the item and will be used for requisitioning purposes. Items source coded A, M, or X1 are not assigned a Federal stock number.

c. Description. Indicates the Federal item name and any additional description of the item required. The description column contains the following subcolumns.

(1) Reference Number and Manufacturers Code. Indicates a part number or other reference number for the listed item followed by the applicable five-digit Federal supply code for manufacturers in parentheses.

(2) Usable on Code. Indicates an alpha coding to reflect the application of the listed item to the specific manufacturers model designation. No entries in this column indicates the item listed applies to all models. Refer to paragraph C–4 for identification of the usable on codes.

d. Unit of Measure (U/M). A two character alphabetic abbreviation indicating the amount or quantity of the item upon which the allowances are based, e.g., FT, EA, PR, etc.

e. Quantity Incorporated in Unit. Indicates the quantity of the item used in the assembly. A "V" appearing in this column in lieu of a quantity indicates that a definite quantity cannot be indicated.

f. 15-Day Organizational Maintenance Allowances.

(1) The allowance column is divided into four subcolumns. Indicated in each subcolumn opposite the first appearance of each item is the total quantity of items authorized for the number of equipments supported. Subsequent appearances of the same item will have the letters "REF" in the allowance column. Items authorized for use as required but not for initial stockage are identified with an asterisk (*) in the allowance column.

(2) The quantitive allowances for organizational level of maintenance represents one initial prescribed load for a 15-day period for the number of equipment supported. Units and organizations authorized additional prescribed loads will multiply the number of prescribed loads authorized by the quantity of repair parts reflected in the appropriate density column to obtain the total quantity of repair parts authorized.

(3) Organizational units providing maintenance for more than 100 of these equipment shall determine the total quantity of parts required by converting the equipment quantity to a decimal factor by placing a decimal point before the next to last digit of the number to indicate hundredths, and multiplying the decimal factor by the parts quantity authorized in the 51-100 allowance column. Example, authorized allowance for 51-100 equipment is 12; for 140 equipment multiply 12 by 1.40 or 16.80 rounded off to 17 parts required.

(4) Subsequent changes to allowances will be limited as follows: No change in the range of items is authorized. If additional items are considered necessary, recommendation should be forwarded to U.S. Army Aviation Systems Command for exception or revision to the allowance list. Revisions to the range of items authorized will be made by the U.S. Army Aviation Systems Command based upon engineering experience, demand data, or TAERS information.

g. Illustration.

(1) *Figure Number.* Indicates the figure number of the illustration in which the item is shown.

(2) *Item Number.* Indicates the call-out number to reference the item in the illustration.

C-4. SPECIAL INFORMATION.

Identification of the usable on codes included in the description column in Section V are:

Code	Used on
A	P/N 11-1-1853SMALL
B	P/N 11-1-1853MEDIUM
C	P/N 11-1-1853LARGE
D	P/N 11-1-886
BLANK	ALL MODELS

C-5. FEDERAL SUPPLY CODES FOR MANUFACTURERS.

Code	Manufacturer
81237	Army Natick Laboratories Quality Assurance Office Natick, Massachusetts 01760

(a) SMR CODE	(b) FEDERAL STOCK NUMBER	REFERENCE NUMBER & MFR CODE		(c) DESCRIPTION	STABLE ON CODE	(d) UNIT OF ISSUE	(e) QTY INC IN UNIT	(f) 3-WAY DSG MAINT ALOC (1) 1-5	(2) 6-20	(3) 21-50	(4) 51-100	(g) ILLUSTRATION FIG NO	(h) ITEM NO
	1670-168-5952	11-1-1853SMALL	(81337)	STABO EXTRACTION SYSTEM, PERSONNEL-SMALL SIZE	A	EA	-						
	1670-168-6064	11-1-1853MEDIUM	(81337)	STABO EXTRACTION SYSTEM, PERSONNEL-MEDIUM SIZE	B	EA	-						
	1670-168-6063	11-1-1853LARGE	(81337)	STABO EXTRACTION SYSTEM, PERSONNEL-LARGE SIZE	C	EA	-						
	1670-099-3544	11-1-886	(81337)	ANCHORING DEVICE, CARGO AND PERSONNEL LOWERING	D	EA	-					1-4	
				SECTION V REPAIR PARTS									
P--O--	1670-168-5951	11-1-1853-10	(81337)	BRIDLE, PERSONNEL EXTRACTION SYSTEM	ABC	EA	1	*	*	*	*	1-2	
P--O--	1670-168-5950	11-1-1854	(81337)	DEPLOYMENT BAG, EXTRACTION SYSTEM	ABC	EA	1	*	*	*	*	3-7	
P--O--	1670-168-5953	11-1-1856SMALL	(81337)	HARNESS, PERSONNEL, EXTRACTION SYSTEM-SMALL SIZE	A	EA	1	*	*	*	*	1-1	
P--O--	1670-168-6065	11-1-1856MEDIUM	(81337)	HARNESS, PERSONNEL, EXTRACTION SYSTEM-MEDIUM SIZE	B	EA	1	*	*	*	*	1-1	
P--O--	1670-168-6066	11-1-1856LARGE	(81337)	HARNESS, PERSONNEL, EXTRACTION SYSTEM-LARGE SIZE	C	EA	1	*	*	*	*	1-1	
P--O--	1670-168-5955	11-1-1853-6	(81337)	ROPE, SAFETY, PERSONNEL EXTRACTION SYSTEM	ABC	EA	1	*	*	*	*	1-3	
P--O--	1670-168-5954	11-1-1853-5	(81337)	ROPE, SUSPENSION, EXTRACTION SYSTEM	ABC	EA	1	*	*	*	*	3-6	1
P--O--	1670-927-1242	11-1-885	(81337)	STRAP ASSEMBLY, ANCHORING DEVICE	D	EA	3	*	*	*	*	1-5	
				MAINTENANCE SUPPLIES									
P--O--	1670-568-0323			BAND, RUBBER, PARACHUTE SUSPENSION LINE RETAINER - 100 PER BOX, MIL-B-1832, TYPE I	ABC	EA	V	*	*	*	*		
P--O--	4020-240-2146			CORD, NYLON-NATURAL COLOR, 550 LB BREAKING STRENGTH, 700 YD PER SPOOL, MIL-C-5040, TYPE III	ABC	YD	V	*	*	*	*		
P--O--	4020-262-2019			CORD, NYLON-OLIVE GREEN, 375 LB BREAKING STRENGTH, MIL-C-5040, TYPE II	ABC	YD	V	*	*	*	*		
P--O--	8305-260-2561			WEBBING, TEXTILE-COTTON, OLIVE DRAB, 575 LB BREAKING STRENGTH, 1 IN. W, MIL-W-5665, TYPE II	ABC	YD	V	*	*	*	*		
P--O--	8305-268-2411			WEBBING, TEXTILE-COTTON, NATURAL COLOR, 80 LB BREAKING STRENGTH 1 IN. W, 100 YD LG, MIL-T-5661	ABC	YD	V	*	*	*	*		

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For explanations of abbreviations used, see AR 310-50.

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